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FOR 1911.

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HONGKONG, TUESDAY, AUGUST 1st, 1911.

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TELEGRAPHIC ADDRESS "COMPORT," Hongkong. Hongkorg, 1st September, 1910.

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HONGEONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, August 1st, 1911.

THE revised Anglo-Japanese Alliance has had rather a mixed reception in Japan. Compared with the comments of the English Press, the tone of the Japanese Press can hardly be considered favourable. and as there is considerable unanimity of opinion, the fact is significant. The criticisms naturally turn on Article IV., which deals with the arbitration question. Some difficulty appears to be experienced in explaining the reasons for the Anglo-American arbitration proposals. One paper | imprisonment and four hours' stocks. boldly declares that these proposals were forced on Great Britain by the defenceless condition of Canada and the danger of the complete stoppage of food supplies in case of war with the United States. Great Britain therefore decided to throw over Japan for the sake of an arbitration treaty with the States. From this point of view the action of the Japanese Government in consenting to a revision of the alliance which makes it inoperative is severely blamed. arbitration per se, and the attempt to discover some profound diplomatic subtlety in the arrangement with America would be amusing if it were not discouraging. In

matters which she has submitted to arbitral tribunals. The House Tax award is said to still rankle in her memory, although, of course, the justice of the decision in that case has never been officially denounced. It is impossible to believe, however, that the Japanese Government would allow one adverse decision to stand in the way of participation in an arbitration treaty, and there are not wanting Japanese statesmen who strongly advocate immediate participation in the Arbitration Treaties which the United States seems willing to conclude with all the great Powers. It is sagely pointed out that Japan could enter with good grace into such a treaty now, whereas later it would appear as if it were forced upon her. Indeed, it would not be surprising if negotiations in the matter had already been opened with America, even before the signing of the Alliance Treaty. One fact which has impressed the Japanese critics of the revised alliance unfavourably Mr. Alan F. Earle, who has been in charge of is that it comes at a time when the United States is showing herself particularly active in Manchuria. The conclusion of the Chinese currency loan, in which American financiers are participating, has been watched with a good deal of suspicion in Japan, and some amount of protest has been raised against the clause in the loan contract which provides that the financiers of the four Powers interested shall be consulted first in during his association with the Tramways. the event of China requiring any further loans. This is felt to be a step towards the Canada. establishment of a financial monopoly; which can only end in Japan being left out in the cold. There seems to be some idea that the participants in the loan have some official backing, although there is no proof of this; the fact that the financiers concerned happen to be subjects or citzens of four nationalities certainly not establishing the belief that the four Powers themselves have given any guarantees in the matter. However this may be, it is certain the Japanese feel rather sore over the matter and are N.W. inclined to imagine that the United States has some deep-laid scheme to deprive them of the paramountey in South Manchuria which they have won at the cost of so many lives. Thus the revision of the Anglo-Japanese Alliance in favour of the exclusion of the United States from its operations 1911. comes at an inopportune moment, and although the general applause with which it has been received in the West may sweeten the pill, it still remains somewhat difficult to swallow. The Japanese are sensitive race, quick to take a slight even where it is not intended, and they can hardly be blamed for regarding as a slight a seriou modification of an Alliance Treaty which they regarded as one of their highest assets The Alliance up to now has been a whole hearted one; Japan could rightly claim that in no other country had Great Britain shown such confidence or placed so much trust shadow of a country which Japan cannot help thinking has acted in a slighting manner towards her in the past, and which shows a tendency to cut the ground from under her feet in the future. The reseate light has faded and Great Britain, it claimed, is now only desirous of using Japan against her great rival, Germany, with whom Japan has now no cause to quarrel. Nevertheless, the responsible Japanese papers are not inclined to totally condemn the revision. They recognise the value to Japan of an alliance with a great Western

In the forty-eight hours ended at noon yesterday five Chineso cases of plague were reported in the Colony, bringing up the total for the

Power even on these conditions, and they

welcome the prolongation of the term of the

A Chinese who wrenched part of a water pipe from a wall at 47, Queen's Road West was charged before Mr. Wood at the Maristracy has been closed. Two of the defendants, Messrs_ yesterday with larcony. The offence was provedand the defendant was sentenced to three weeks'

A riesha coolie, while rushing for a fare or Praya East, knocked down a Chinese woma and caused damage to her clothing and to her person to the extent of \$5.50. The coolie was charged before Mr. Wood at the Magistracy Of course the two men are much elated. yesterday and ordered to pay \$5 50 compensation.

The return of visitors to the City Hall Library and Museum for the week ending the 30th July, 1911, shows that of non-Chinese there were 440 to the Library and 154 to the Museum. None of the Japanese papers or Japanese and of Chinese 176 to the former and 2,370 to publicists seem to recognise the value of the latter. The Library was, therefore, used by 616 persons and the Museum by 2,524.

Mr. A. Nilsson, Swedish Consul in Hongkong, sails for Home to-day by the Kitano-maru It was only yesterday that Mr. Nilsson received same vicinity, landed the greater part of their some quarters it is proposed that Japan by the mail the official papers connected with crews and assumed on shore a regular military should herself enter into an arbitration his appointment as Swedish Consul in Hong. treaty with the States, so as to render the kong. His many friends in the Colony regret revised Alliance Treaty less one-sided. It is that considerations of health render a sea alleged, however, that the Japanese Govern- voyage necessary, but hope to see him back in ment has a decided aversion to arbitration | the Colony in three months' time thoroughly due to the decisions so far rendered in restored.

At the Magistracy yesterday Mr. Wood sentenced a Chinese who anatohed a watch and TELEGRAMS. chain from a school boy in Queen's Boad Central to imprisonment for three months and four hours' in the stocks.

Twenty-one Chinese who were arrested in brothel at Shektontani were charged before Mr. Hezeland at the Magistracy yesterday, with gambling. After hearing evidence his Worship fined the two keepers of the game \$50 apiece, each of the players \$3, and confiscated \$55 which was found on the table.

There will be a riding competition at the Circus to-night, which ought to give endless amusement to all. A prize of \$50 will be given to anyone who rides round the arena three times with both hands clear of the rope and horse, and a second prize of \$10 for the next best attempt. For safety, the riding machine will be used.

Two presentations were made yesterday at the power station of the Electric Tramway to the station for the past two years and is leaving Hongkong this morning by the N.Y.K. steamer Yawata-maru for Japan, whence, after a brief holiday, he proceeds to Canada, Mr. J. Stodart Kennedy, the Company's General Manager, on behalf of the European staff, presented to Mr. Earle a beautiful Chinese silver rose bowl. suitably inscribed, and the Chinese staff presented a silver model of a Chinese war junk on a blackwood stand, as souvenirs of agreeable relations. with their best wishes for his future success in

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory yesterday : -8 47 a.m. :- Cyclone or Typhoon E. of Northern Luzon more than 300 miles distant moving

N.W. or N.N.W. 10.40 a.m.: - Cyclone or Typhcon E. of nor thern Luzon more than 300 miles distant

moving N.W. 7.25 p.m .- Cyclone and typhoon E. of Northern Luzon less than 300 miles distant, moving

HONGKONG AND WHAMPOA DOCK CO., LTD.

At a meeting of directors yesterday it was decided to pay an interim dividend of \$1.00 per share for the six months ending 30th June

REVIVAL OF THE BOATBUILDERS' STRIKE.

Since the importation of workers from Canton, it was confidently hoped that the local strike of Chinese boatbuilders would terminate. But such a hope was apparently premature, and it would appear that some little trouble must be faced before the strikers will be brought to resson. In the city hunger and blacklegs have made the men-amonable, but these contrary—in_fluences have not yet been felt in the outlying districts, and considerable impetus has been givun to the strike by recent developments at Aberdeen. Two strangers appeared in that Now there has come between them the village on Saturday morning, and, after conferences with the men, demanded of the owners payment to the carpenters' guild thirty cents on every \$100 contract. The owners refused, and brought about apprehension speedily passe I among the twenty boatbuilding yards at Aberdeen, and not long afterwards between 300 and 400 men who are employed in these yards had gone on strike The two men who brought about this occurrence were charged before Mr. Wood at the Magistracy yesterday and remanded.

So far as the city is concerned the strike appears to be at an end, but the men are still out at Yaumati and Choungshawan, and the work in these quarters is being carried on by blacklegs.

THE JAPANESE SUGAR SCANDAL,

Our readers, says the Japan Mail, long ago dismissed from their memory the details of the great sugar scandal of 1909, which led to the punishment of several persons and to the snicide of a Director, who was too honourable a man to survive the disgrace with which he had been his apprehension, dead or alive, and smaller inadvertently connected. Yet it is only now that the last chapter of this wretched business Akiyama and Isomura, managed to carry the question from court to court, so that the various processes of law occupied twenty-eight months. Judgment has now been finally pronounced by the Miyagi Court of Appeal, I has put aside all the accusations except that of bribery and has moreover reduced the sentence to two years' imprisonment, with a probationary period of five years. This means that unless the accused persons are guilty of some fresh offence, they will escape punishment altogether.

CHINESE PIRATES NEAR DAIREN

Chinese pirates seem to be making themselves very busy in the seas adjacent to Dairen. They commenced operations about a week ago by robbing two Chinese junks near Pitzwo. a name familiar to our readers as that of the place where a Japanese corps d'armée landed in the war with China and subsequently with Russia. The amount of injury done by the pirates on this occasion is not stated, but the account is more explicit with regard to the 9th instant, when four pirate-vessels arrived in the organization. The Japanese police were soon upon the scene, but the marauders escaped into Chineseterritory, whither, of course, the Japanese could not follow them. It does not appear that they obtained any considerable plunder on this occasion, but their assurance indicates full confidence in the powerlessness of the Chinese police to deal with such incidents.—JapanMail. | yards. These figures do not include war vessels.

["DAILY PRESS" EXCLUSIVE SERVICE.]

EMPRESS OF CHINA.

SHIP ABANDONED BY THE INSURANCE COMPANIES.

.Toxyo, July 31st.

The C. P. R. Company's steamer Empress of China, wrecked at the entrance to Tokyo Bay, has been abandoned by the insurance companies concerned.

The major part of the crew have arrived in Yokohama

The position of the ship is such that there is no hope of saving her

AN UNSUCCESSFUL APPEAL.

Torko, July 31st.

The Appeal Court has confirmed the entence of five years' imprisonment passed the Lower Court on the United States binejacket, Atkins, for the murder of comrade in the U.S. Naval Hospital w Yokohama.

Though a further appeal could be made to the Court of Cassation, it has been decided not to carry the case further.

[THROUGH BEUTER'S AGENCY.] SIR WILFRID LAURIER AND RECIPROCITY.

London, July 31st. The Dominion Parliament has dissolved and will reassemble on October 11th.

Sir Wilfrid Laurier in his election address is appealing on behalf of reciprocity, which, he says, will not impair British preference, but will eventually help further the friendly relations between Great Britain and the United States.

PRINCE OF WALES APPOINTED MIDSHIPMAN.

London, July 31st. The Prince of Wales has been appointed midshipman on the battleship Hindustan.

> NOTABLE FOOTBALL PERFORMANCE.

> > London, July 31st.

The Calcutta Bengali team Mohan Bogan, whose prospects have engrossed Bengal for weeks, have won the Football Association Shield, beating the 2nd East Yorkshires by the arrest of the strangers. News of their two goals to one. Eighty thousand Bengalis assembled at Maidan, and when the result was announced tore off their shirts and in future they have instructions to shoot down waved them. They also cheered the losers

> The European spectators viewed the proceedings in a spirit of good humour, and the absence of any indication of racialism

> > PERSIAN OUTLAWS.

. London, July 31st. A message from Teheran states that the Mejliss has decided to offer £16,500' sterling, the amount of the pension forfeited by the ex-Shah by his return to Persia, for sums for the arrest of his two brothers.

SHIPBUILDING RETURNS.

HIGHEST FIGURES RECORDED.

From the returns compiled by "Lloyd's Register of Shipping" for the June quarter it appears that there were 496 vessels of 1.476.394 tons gross under construction in the United Kingdom on June 30, as compared with 394 vessels with a tonnage of 1,118,587 for the corresponding quarter of last year. This total. does not include warships. The figures are the highest reported in the than the previous record total, which was reached in September, 1901, while the figures for June, 1909-745,005 tons-have practically doubled in the last two years. Of the vessels under construction, 350, with a total tonnage of 1,202,378, were for this country; 28. with a total tonnage of 49,474, for the British Colonies; and three for Germany with a total tonnage of 13,065.

There are at present 64 war vessels under construction in this country, of which 11 are being built at his Majesty's dockyards, and 48 at private yards for the British Navy, while five are being constructed at private yards for foreign Governments.

There are at present 82 vessels of 255.906 onuage being built in German yards, 32 vessels of 78,325 in Dutch yards, 53 vessels of 97,803 in American yards, 29 with tonuage of 125,180 in French yards, and 26 of 35,239 tons in Japanese LOCAL SPORT

WATER POLO SHIELD COMPETITION

One of the principal matches in the competition for the Water Polo Shield was played at the V.R.C. last evening, when the Boys' Own Club met the V.R.C. The V.R.C. were the generally anticipated winners, but the first half the B.O.C. played such an excellent game that spectators fancied they witnessing another fight between the Corinthiaus. The premier club, however, produced the stronger team, and although there was no score in the first half, the stamina of the teams showed in the second when, after constant pressure. Barros scored a goal for the home team and Pereira recorded another two. Final: V.R.C. 3; B.O.C., zil.

ORIGIN OF WATER POLO. During the summer months water pole is probably the most popular form of sport in Hongkong, and it will interest many followers issue of the Abertleen Journal :--

On the evening of 10th May, 1876, the first Glasgow, who was consulted on the subject, suggested water football, and wrote rules where-The idea was accepted, and teams of the Bon-Accord and Dee Clubs played the first of that game, which has attained such world-wide popularity, and the origin of which has seemingly been lost sight of by many writers on swimming. In the t first match, the first one to play the ball was William Burnett, who passed to James Mowat, who thus scored the first goal in the first match ever played, and the Dee S.S.C. were the winners.

OPIUM LESS DANGEROUS THAN ALCOHOL.

T. P. O'Connor, in reviewing a book of reminiscences by the Rt. Hon. Robert Farquharson, M.D., calls attention to a curious statement. Dr Farquiarson found the true remedy for this difficulty of Parliamentary life—he special ised-and the House, with all its faults, always glad to listen to a specialist; indeed to anybody who brings to the subjects under discussion first-hand and accurate information. Trained as a man of science, he was able to speak with authority on scientific subjects, such as public houlth. I remember very well several speeches of his, but one in particular stands out in my memory for dealing with the fanaticism of some tectotalers and some very vebement criticism on the growth of opium in India, the Doctor brought out the interesting fact that the great and good Wilberforce - the man above all others who led to the abolition of slavery-used to take an opium pill whenever he had to make a speech in the House. I suppose that Wilberforce had seen his great friend, William Pitt, so often the worse for liquor, that he thought any form of stimulant less dangerous than alcohol.

"TEMPORARY DEATH" PISTOL

INVENTION FOR DISABLING ARMED CRIMINALS.

In consequence of the alarming increase of the use of firearms by criminals in their attempts to escape from the police, the Berlin authorities. have issued new instructions to constables concerning the use of revolvers in self-defence. Hitherto, policemen were ordered to avoid using their revolvers when it appeared probable that they could disarm, without mortally wounding, a violent criminal by a stroke with the sword with which they are all provided, but without hesitation anyone who threatens their personal safety.

In connection with these new instructions to the police, a Frankfort manufacturer has written to the papers calling attention to a weapon which he has invented and patented under the German Act. He calls it the "temporary death" pistol, and states that he has constructed a charge for it consisting of mixture of chemicals which, when emitted from the barrel, produce tue total disablement of the adversary for a period of ten or fifteen minutes. The chemicals, he says, impair the power of sight and render breathing difficult. but at the same time there is no danger whatever of any permanent injury being inflicted.

The inventor adds that numerous tests have been carried out, all of which substantiated the statements which he now published, with the suggestion that his patent pistol should be supplied to the police as the most effective conceivable weapon for their purposes.

BRAVE INDIAN PRINCE.

ACCIDENT.

A wonderful display of horsemanship by one of the Indian Princes was the means of preventing a serious accident at Hurlingham recently, when a gymkhana was held in honour of the Maharaja Scindin of Gwalior and the Maharaja of Bikanir.

quarterly returns, being 62,000 tons more taking the peg, left his lance sticking in it, both Queen Alexandra and King George, the and almost immediately afterwards lost control former through the various Royal Houses of of his horse, a spirited grey, which bolted with him at a terrific speed. The animal made straight for a hurdle fence about 40 yards known as Anne of Denmark distant, behind which a number of society people including many ladies, were sitting eight deep. For a moment it appeared that a terrible Gytha being the great-grandmother of accident, was about to occur, for had the Waldemar in preference to some other wife horse leaped the fence it would have crashed of Vladimir, but Saxo Grammaticus is into the spectators. Just as the horse very clear on the point, and calls attention exreached the fence, however, the Maharaja pressly to the fact of the Danish Sovereign. dismounted, regardless of the fact that the beast (Waldemar) possessing both English and Ruswas at full gallop, and, throwing his full weight sizu blood in his veins. on to the bridle, brought the animal up on its It is not improbable that the necessity of a haunches within a yard and a half of the danger. | convert to the Greek Church being rehaptised and plucky achievement, and subsequently Lord | Denmark has been converted into the Empress Haddington, in presenting to his Highness a Marie of Russia, so the Lady Gytha would have gold cup, as captain of the Indian team, com. been changed into Grand Princess Euphemia or

THE LATE MR. G. W. NOEL, OF SHANGHAI.

The N. C. Daily News of July 24th says :-We record with deep regret the death of Mr. G. W. Noel, of the well-known firm of Noel, Murray & Co., which occurred at his residence, 12, Love Lane, on Saturday.

Mr. George Washington Neel was the third

son of the late David Cole Noel, M. D., L. B. C.P., and was born on April 30, 1856, at Upper Tooting, London, S. W. He was thus in his 56th year when he passed away quietly at midnight on Saturday. He was educated at the Wesleyan Collegiate Institution, Taunton. which college was chosen for him, and all his brothers, perhaps because the late Rev. Moulton, of Leys School, Cambridge, was formerly a Master at Taunton and was related to Dr. Noel. In 1873 Mr. G. W. Noel joined Messrs. Thorne & Lea, of Mark Lane. London, the well-known tea merchants, and in 1875, at the early age of 19, he was cent out by them to Shanghai to join the Yuen Fong Hong, where for a time he was book-keeper, and later became manager of the firm. In 1887 he reof the game to learn something of its origin. signed his position and joined the late Mr. The following account is taken from an old Lewis Moore in his business, but did not long remain with this firm. He decided to start business on his own account, and it was about this time he became associated with the late aquatic football, or water-pole, match was Mr. W. C. Murray, the result being the buildplayed in the Public Baths, Crooked Lane, ling up of the firm of Noel, Murray & Co., Abordeen. This was at a gala held on which was afterwards converted into a limited behalf of the funds for the sufferers in the Torry liability company. In 1904 Mr. Noel made a ferry-boat accident, by which upwards of thirty trip to England, and it was while attending people lost their lives on the Spring Holiday. the wedding of Mr. Duncan Glass that he met Wednesday, 5th April, of that year. To serve his wife, Miss Nora Simpson, daughter of Mr. as an extra attraction at a gala a novelty was James Simpson, formerly proprietor of the wished for, acting on the popularity of the Old Dock. Early in 1905 Mr. Simpson visited well-known field game. Mr. William Wilson, Shanghai, accompanied by his two daughters. and it was then Mr. Noel became engaged and married, Miss Nora Simpson, by the land game might be adapted to water, the wedding taking place at the Cathedral on April 27, 1905. There is one little daughter. now five years old. Last year Mr. Noel became very ill, and travelled home at the end of June. returning in October much improved in health. At the beginning of this year an old heart trouble again made itself unpleasantly appurent, and close upon this came the death of his partner. On being joined by his brother, it was arranged Mr. Noel should visit Canada, in the hope that the beautiful air of Lagan would restore his health, and he was to have begin the voyage to-morrow. On Saturday evening he enjoyed dinner, was apparently in good spirits, and acquiesced in all the arrangements that had been made for his journey. On retiring, he at once complained of pain in the heart region. Dr. Ziervogel, his physician. was called, and rendered every possible but his patient fell into uncon-

sciousness and so passed quietly away. By the death of Mr. Noel, Shanghai loses a highly respected resident and a thoroughly efficient business man. Any movement or proposal likely to prove of service to the Settlement claimed his active interest, and his assistance was always appreciated. He served on the Land Commission, and was associated with numerous local institutions, including the Shanghai Dramatic Club, of which he was at one time Chairman, He was a prominent member of the Stock Exchange, and his death will be sincerely

CORONATION DAY AT SEA.

CELEBRATION ON JAPANESE LINER

The Japanese mail steamer Yawata Maru, which arrived at Hongkong yesterday had a large number of passengers on board on her last trip to Australia, and Coronation Day was celebrated at sea. The liner was approaching Townsville, Queensland, and at 11 o'clock in the morning of the 22nd June the passengers, at the invitation of Captain Sokine, attended in the saloon, where to their surprise they found the apartment decorated in a most lavish fashion. The commander then proposed the health of King George and Queen Mary. In the course of a speech he traced the rise of the British Empire, and-concluded with a reference to the England-Japan alliance. Captain Sekine's historical sketch was greated with cheers, which where repeated at his call in honour of the King and Queen. The whole day was spent in festivities. A programme of sports was held in the afternoon, and in the evening a banquet, followed by a dance, was given. The toast list was as follows :- " The Emperer of Ispan," "The King," "The Queen," "The Captain, Officers, and Crew of the Yawata Maru." Speeches were made by Messra. Dodds. and T. Young, Captain Sadler, Captain Sekine, and Miss Poolman. Altogether the celebrations were a success and appreciated to the full by the Britishers on board. The ship was decorated from end to end. Captain Sekine was assistby the officers in carrying out the programme.

KING GEORGE'S SAXON DESCENT.

While various learned correspondents are discoursing in the Spectator on the Irish as well as the Welsh descent of the King, it may be worth while to draw attention to his descent on both his parents' side from King Harold, who fell at Hastings. To Englishmen, at any rate, this fact should be of interest. It seems that after the battle of Hastings

Harold's children were taken by their Danish grandmother to her own country, where they were kindly treated by and taken under the protection of their kinsman, King Sweyn of Denmark. One of these children, the Lady Gytha. married to Vladimir Monomach. Prince of Grand Kieff, by tradition said to have been the first Tear of The Maharaja Scindia was taking part in Russia. Vladimir had a son Motiselaus, whose a tent-pegging contest, and had apparently aughter married Canut Grand Duke o been troubled by his turban slipping for. Sleswiz, whose son again became King Walde-Society's ward. As a result his Highness, instead of mar I. of Denmark, from whom are descended Denmark, the latter through Queen Anne, wife of King James I. of Great Britain, commonly

Some doubt has been expressed by Professor Freeman and others as to the Lady

Great cheering followed on this remarkable led to confusion, for just as Princess Dagma of plimented the Maharaja on his superb horse. some other name familiar to Eastern Christianity .- Pall Mall Gazette.

DECLARATION OF LONDON.

SPEECH BY MR. GERSHOM STEWART, M.P.

Mr. Gershom Stewart, M.P., participated in House of Commons on July 3rd.

Mr. GERSHOM STEW BT said :- I intervene in this debate as one who was resident in tha part of the world where the episodes actually took place which called this Declaration into being. I feel sure I express the opinion of every Englishman east of Suez when I say they will bear with astonishment and profound disappointment that our Government are prepared to sirn a Declaration placing the sinking of neutral British ships at the discretion of any foreign commander. What we have looked up. on in the past as regrettable incidents, we must now, I suppose, have to accept as the ordinary course of things in time of war. The honmember who has just sat down seemed to mo to share with us certain doubt about the real virtue of this Declaration, because even he seemed to think that conditions were required and that we ought to have certain alterations made in it before ratification.

But Article 65 in the Declaration says that the whole or nothing must be accepted; you cannot make certain emendations. It is because I wish to see certain emendations made that I suppor the motion for delay. The hon, member represented us that some members on this side of the House say that we have got advantages from this Declaration, while some say we have Does not that show that we are approach ing the matter in a non-party spirit? listened to the speech of the Foreign Secretary with very great interest, and he said that this question was one which should be approached in a non-party spirit. I wish that the Government would back him up in that position. One short week ago, in a moment of universal rejoicing, we forgot all party differences; now, when we are considering a matter of common danger to the whole community we should do the same thing, because assuredly, if and when this Declaration becomes operative, the whole of this country, Radical or Tory, will have to sink or swim together.

The Foreign Secretary said that the crux of the whole contention was the question of our food supply in time of war. He proceeded to give us very cold comfort on that point by saying that the Declaration did little to help us in time of trouble. He then proceeded to censure the justice to be obtained in foreign law courts. and it rather seemed to me that if you get little justice in individual cases, when we are dealing with them in large numbers you cannot hope for very much from the International Court Reference was made to the action of Russia in the late war in a manner which seemed to imply that we did something that we should not have done in accepting what they did. But Russia at the end of the war sank our ships to cover their own discomfiture and to try to embroil us. They were so annoyed with the help that we had given the Japanese that the few commanders left acted almost as distracted people. Fortunately this country was not drawn into that contention, and the then Government was supported in the course which it took by hon.

gentlemen opposite. The Foreign Scoretary said that he could not speculate on what the United States would do, and immediately proceeded to do so. It seemed to me that he proved that the whole success of this Declaration depends on our being good friends with the United States. We all earnestly hope that that may be, but for the United States to act as convoy to their food ships under Articles 61 and 62, is such an active participation in hostilities as to be almost equal to an alliance. It has been said by the hon, member for Kingston (Mr. Cave), with whom I agree entirely, that we do not gain as neutrals. far as I can read this thing. I think we are hit both ways, especially when we are belligerents, because as belligerents we risk our own ships, and we consent to the sinking of our friends' ships when they come to help us I think we should only look at this Declaration from the point of view of belligerents. Our interests as niutrals and our profits as neutrals are the interests and profits of the few. When a man's ship is sunk it is a question more for the underwriters than for the shipowners. Whereas our interests os belligerents are the food and ability of resistance of the many. This amendment is reasonable; I cannot understand the objection of the Government to accepting it, unless they are determined, from the party point of view, to save the face of the-Foreign Office and Admiralty for having concluded a bad bargain. The prevailing feeling throughout the whole of the country is that in some way or other we are getting the worst of the bargain, and nothing which I have heard in this debate has removed that impression from

my mind. One has been struck with the minatory tone of those who are upholding this Declaration. I have not really heard one single man who seemed to be content and happy that are going to sign it. They approach from the point of view that we have not conceded anything very much, they admit there are points in it they do not like, but on the whole they think it a good thing to have a definite written agreement in regard to paints of maritime war. We are all agreed on that, provided it does not cost too much. That is a philosophic out to him, and he reglied "I believe in Interframe of mind in which to approach it. But we national Law when there is a Power on the spot must remember we are dealing with a question in which philosophy will be no help at all, when small Republic of South America, this Declaration comes into active operation. It is given to us on the principle that half a losf is better than no bread. It may be, if the bread is good; but we think that this bread sour, because it is saturated so much with the spirit of concession. What we wish, in asking the Government to withhold ratification immediately from this Declaration, is that in future this half loaf may not be saturated with the none at all, and we have to take this foreign tears of a people grieving at leisure for having medicine for twelve years. Sound finance does legislated in haste. We are told that it has not ask for long credit, and neither should been two years before the public. I admit it. diplomacy if proposals are sound. We do not But what sort of a period of two years? I do like the look of the medicine and we are not not suppose that in history there have been sllowed to take it. All that we ask for by th two years so full of incident in political life in amendment is that we should be allowed to this country. We have had the Budget, we have had two elections, we have had the Ismented death of the late King, we have had the Parliament Bill and Insurance Bill and the no hurry. We, whose interests are overpower-

Coronation of our King. --It is the common experience of political thinkers that the British public like to take one thing at a time, and it is only at this individual moment that this question is seriously engaging the attention of this country, and I maintain most cornectly that we have no right to sign a I would like to put a definite case before document upon which that most vital point, the promiscuous arming of merchantmen, and the Possible revival of privateering in its most Government at the present moment, and no one vicious form, are left an open issue. regards that point, I object to the Declaration, not only for what is in it, but also I the House of which I had experience. In 1905 object very much for what is not in it. This I happened to go to Japan on a French steamer, question should be cleared up before we tie We were stopped at a certain point by a Japanmature. The First Lord in reply to a question

by ornivers or merchantmen not properly equip. ing by socident, bad -weather, or some other ped, as we maintain, under regular authority as reason we had not been able to touch the last did it. What does the right how, gentleman troyer picked us up, the destroyer could not put the debate on the Declaration of London in the mean? If we say nothing now, and leave our beat, and it could not leave its position in doubt, we certainly caunot treat beat, and therefore under Article 49 he would at the light and airy manner in which the but you must not forget this, that prize money, hon, member for Hexham spoke about the although it does not prevent the transfer of of war. I would recommend him, and also any other hon, member in this House who | ment entered into these negotiations hoping to has never read the book, to make a very careful raise the level of foreign countries upon the in the Alabama and Sumter." The Alabama was failed to do so, and I very much question their nothing more than an armed merchantman. She was of much the same class as the ships wo had affeat in 1885 in China, when the Russian started by trying to make wer more humane, overestimate the damage which could be done by half a dozen Alabamas let loose on our trade routes, and interfering with our food supply. which is so vital to the position of this country. We would have dismay, consternation, and panic following each other with horrible rapidity. Clause 47 in this agreement, gives, as the hon. member for Kingston pointed out, the right of example of Esan, and break the yoke from off search and of removal from on board our ships, our necks. I do protest against the country It is a right which the United States and Great Britain have most jealously resisted. It was our exercise of that right against American ships which brought about the war of 1812, and it was our resentment at the arrest of Mesers, Mason & Sliddell from the Trent which so nearly brought about war between United States and ourselves in the sixties. it had been in operation forty years ago Under this particular clause, if Captain Semmes himself might, have been taken off a British ship after the sinking of the Alabama, and would probably have been hanged because the United States, or the Northern States, were very much inconsed against him. As it was, in those more humane days Captain Semmes lived to an old age, and we had to pay £3,000,000 for having a left-handed connection with an irregular war vessel. We used to proudly say that the British Flag was a refuge for the brave and the unfortunate. It is so no longer. This Declaration tears a very great piece from our flag, when we have to hand men over to foreign Powers. Then there is the question of blockade. It is said-that this is one of the things from which we get some advantage. My own idea of the value of the blockade is that it is becoming gradually and beautifully less, and that with submarines, aeroplanes, and mines we cannot risk valuable ships on a coast for blockade purposes. We consent to the sowing of narrow waters like the Thames and the Channel with mines, and we give up our right to close the North Seabetween Shetland and Norway.

We get some legal statement as to what is contraband and what is not, but we get no statement as to who settles the word "conditional" upon which the whole value of the

statement depends. Imagine some naval lieutenant, on a wet blowy night, wishing to damage his enemy. Would he be stopped by paper safeguards Most assuredly he would not, and he would not be worth his salt if he were. Then we hear a great story about the Imperial Conference having passed some sort of favourable resolution in regard to this Declaration. Australia, I understand, did not assent. do not approve of what their representative did. did not receive very favourable acceptance. One lection of the oldest resident; this year it is intion was proposed. Canada, through her Prime ting lake has overflowed its normal basin and the risk of starvation. They will not have to occupants astride the roofs. pay the indemnity if we are unsuccessful. As to the International Court, I have read about kow is to witness the whole time most heartthat in the Declaration, but I do not read breaking scenes of utter destitution among a anything about International Police to carry people who have been reduced to a condition where out and enforce the court's decision. Do they are dying by thousands of simple starvation. all the Powers agree to coerce a delinquent? Practically the whole of the Yangtze Valley is Who enforces the decision of the Court if some under water, and most of the crops are gone. Power sinks a ship wrongfully and refuses to | Catastrophe has befallen this part of the country pay damages? If it be a strong Power they when the people had hopes of recovering from will fear to coerce her, and if it be a weak and the great famine of last year. small Power they will be too spathetic to take the trouble. It is interesting to note in regard to International Law how sailors look at it. In 1885, after a violent breach of International Law when the Russian Admiral's ship the Vladimir Monomak trained her gans upon our ship the Agamemnon which followed her into Yokohama Bay, it looked as if there was to be a battle on the spot. The Russian Admiral was communicated with, and the circumstances pointed to enforce it." Under this Declaration s any other small State would have the right to sink our ships, and if you take them to court they may claim they are bankrupt Where will the compensation come from then Whereas if they have a wholesome dread that we would actively resent their action they would hesitate before sinking ourships at all. Article 65 says that we have to take the whole dose or

submit it to microscopic examination by our own experts before taking it. Article 67 requires ratification as soon as possible, so that there ing, may be excused if we ask that the matter should be conducted with a little more deliberation. The report of M. Renault is going to be included in the agreement, and I suggest that in regard to Article 69 an amendment should be accepted limiting the period to six years. the right hon. gentleman (Mr. Burns) who is representing every department of the As is more capable of representing British interests than he. I want to rut a concrete case before ourselves up with an ambiguous scheme of this ese destroyer. Twenty four hours before we

of the noble Lord the member for Portsmouth had dropped a very great deal of supplies out of (Lord Charles Beresford) gave a very cryptic the ship for the Russians, amongst them 28,000 sort of a surrance that if our ships are burned cases of braudy. What I ask is this: Supposwar vessels, it would be worse for the men who port, and had the cargo on board when the desthose men as pirates and hang them. You have been justified in putting three or four hunwould be violating public opinion in this dred people who were on board into the boats country, and the civilized world would be and sinking the vessel. I think under against us if we proceeded to do such a thing as this Declaration that is what would happen. that. And if we did it, we would engender into It might be rather interesting, if that hostilities a bitter feeling which would be most is the case, to be given some idea by deplorable. It is an idle threat for the First the Admiralty of what rations they would con-Lord. He knows it. and we know it. sider to be necessary for people so treated. But I should like to be quite clear as Then there is the question about prize money, to what position we are going to take up before and hon, members opposite have spoken very we sign a scheme of this sort. I was astonished seriously against it. I to some extent agree, damage which our ships might suffer property, does very much to prevent its wanton rom these armed merchanimen in time destruction, so that there is something to be said for it. It appears to me that the Governstudy of Captain Semmes' book, "My Cruises question of maritime war to our level. They wisdom in descending to the lower level from which other people approach this matter. You scare was on. It is absolutely impossible to and you end by signing an agreement which has the effect, I think, of making it more barbarous than it is already. You have not gained except in some slight degree on the material side, and you have lost very much on the moral side. You are asking us to do like Esau, and sell our birthright for a mess of legal pottage. As sure as we do so, we shall have to follow the committing itself for twelve years to inglorious agreement of this sort, which, instead of being a safeguard, is so ambiguous as to be a danger. If it will not stand closer examinationwe are better without it. The result of the discussion, whatever the division may be tonight, has at any rate this most valuable

> term, with all respect, the most 'imprudent, and the most speculative party in the whole country -that is, the Little Navy party. A great deal has been made of the Liverpool steamship owners accepting this. Their acceptance is most guarded, and I have in my pocket letters from the Liverpool Shipowners' Association and letters from the British Mercantile Marine Officers' Association strongly protesting against this agreement. I represent a large maritime constituency, and as one who believes that the maintenance of our naval rights is as the breath of life to this country, I most earnestly ask the Government to favourably consider this most reasonable amendment.—(Cheers).

effect: that it has focussed public attention on

the dangerous position of our food supply, and

it has given an effectual answer to what I must

THE FLOODS IN THE YANGTZE VALLEY.

Briefly summarized, a leading article in the Hankow Daily News of July 22 says that is within the recollection of few commercial residents that the river has been higher over the Band than now, and fears are entertained that a few more inches will make their daily round one by water instead of by road. Most of the drains in the Concessions have overflowed. and the only hope of keeping down disease is in the liberal use of disinfectants, which are wisely and levislely being used. It is certain that the floods throughout Central China this year be responsible for indescribable suffering, probably such as this district has not had to face for many years. Arrivals from Ichang report that for scores of miles the country is inundated to such a degree as to give the whole area the appearance of Lordship will take it that it is outside the and the one hage inland sea. In west Hanan things original contract? apparently have not been so bad for years, and thousands upon thousands of acres of nominally rice-At any rate too much ought not to be made of bearing fields are under water and the crops their guarded acceptance. A great many of washed out. The city of Changteh was flooded the proposals put forward by our Government out last year worse than it had been in the recolcan understand that, with a natural feeling of finitely worse. But for the energetic action of the good fellowship and a desire not to hurt our local officials there, the whole city would probably Government's feelings, this question received have been washed away and the place strewn judgment at once. less consideration than it should have had on with thousands of corpses. Many other cities its merits, and immediately after this Declara- are as badly off. It is believed that the Tung-Minister, expressed the earnest wish that if extended for many miles to the north-west, Great Britain was engaged in any war that The force of the water has broken down every Colony should be allowed to contract out. Im- barrier, sweeping all mercilessly before it, in portant as it is for these Overs as Dominions, some cases washing out whole villages in the it is not of the same vital interest to them as it course of a few hours; and houses have been is to us. Their people will not have to run seen drifting bodily down with the stream, the

To take the steamer from Shanghai lo Han-

TEREIBLE SCENES. Those arriving in Bhanghai from up-river during the last day or two bring terrible reports regarding the flooded state of the Yangize. - As frequently happens at this season of the year the water having overflowed the banks, only tops of houses are to be seep, and the dead bodies of human beings and animals are met with all along the river. While passing Fitzroy a few days ago those on board one of the Hankow traders witnessed an interesting if painful scene. Fitzroy is some thirty miles from Anking, and here, when the affair occurred, the water had just risen higher than the artificial walls which have been erected to supplement the banks, and had rushed down on the houses. In a moment there was the utmost confusion, and the last thing seen from the steamer as it passed on was a complete family swarming upon the roof of one of the dwellings, there to escape from the flood. Not only were men and women among those who sought refuge from the waters by scrambled up as best they might in the hope of being rescued before the waters, which were still rising, covered them. Along the route at various places were to be seen those who had taken refuge on the house-tops, having been surprised by the rapid onrush of the water, and who were evidently waiting in the hope that help might reach them from the shore. Judged by the number of dead floating on the surface of the river the death rate must have been enormous. With the arrival of other boats further particulars may be expected.

THE STRAITS MILITARY CONTRIBUTION.

A statement laid before the Legislative Council at Singapore last week of the actual sevenue of the Colony for 1910, on which the 20 per cent. defence contribution is payable, shows that the amount assessable is \$7,773,889.91. of which 20 per cent, is \$1,554,777.93. The rum paid in respect of 1910 was \$1,303.541, so that the War Office is underpaid \$251,236 98.

SUPREME COURT.

Mondar, July 31st.

IN APPELLATE JURISDICTION. BEFORE THE FULL COURT.

THE GREEN PEA ACTION. The Chief Justice (Sir Francis Piggott) and the Puisne Judge (Mr. H. H. J. Gompertz) sat to hear further argument in the appeal from the judgment of Mr. Justice Hazeland in th

action in which W. G. Humphreys & Co. were

plaintiffs and P. Soffletti & Co. defendants. The Court wished to hear further argument as to the proper construction of the letters of the 12th July, more especially as to the weight to be attached to the use of the words " from Messrs. Burlion" in the one and "through Messrs, Burlion" in the other. With regard to the final paragraph of Messrs. Humphreys letters the Judges desired further argument as to whether, supposing Mesers. Soffletti contracted merely as agents, the effect of the paragraph not being dissented from by Messrs. Soffetti, was not to make Messrs. Soffielti as agents guarantee the performance of the contract by their prin-

The Chief Justice said the Court was unfortunately divided in opinion on one point One of them was of opinion that on the construction of the letters Sofficiti contracted as principal. The other Judgo was of opinion that they did not. The other point on which they had some doubt was whether the final paragraph did not throw some light on the terms of the

Mr. Pollock dealing with the paragraph referred to quoted the words "you now propose to deliver same through Burlion," and said that one of their Lordships thought that meant "you

The Chief Justice—Yes.

Mr. Pollock-It means you as agents. - It would be an unnatural construction to say that in the first paragraph it means you as agent and in the second paragraph it means you as

on the meaning which ought to be given to the The Chief Justice-That is not the point main point to which the correspondence is The point is whether you as agent did not directed I differ from the learned Phiane Judge guarantee your principal. and the learned Judge who tried the case in

Mr. Pollcck dealt with the letters in order to show that Humphreys in London required Burlion as principals to furnish a sample so that they could ascertain if the peas were of the quality desired. It was obvious from the correspondence that the ground on which the contract went off was that Humphroys in London took up a rigid position and stated that the pens must be new crop or the order must be cancelled. Lasting as Mesars. Humphreys' agents. There. Mr. Pottor said the view the Chief Justice took was that there were two contracts, one

the other a suggested contract with Soffietti. The Chief Justice-The only possible way in which I can see that Soffletti would be liable would be on the guarantee outside the contract. Mr. Potter-That is the difficulty. Your

The Chief Justice-I have considered all

this because I did not make it.

occasion Soffietii's possible liability even though he intended to contract as agent—so that he were an agent.

guarantee if at all.

personal liability. Counsel then proceeded to agent. The emphasis in many cases, of which conditions entered into between the parties in on the circumstance of the signature "A. B.

cause of the caucellation was that Humpbreys | not been allowed to remain in so crude a statein London said the peas must be new crop or ment, and an exception has been grafted on to

The Puisne Judge, in delivering judgment, said that this was an appeal from a decision of the Acting Puisne Judge, who held the defendants liable as principals for the breach of a contract of sale. The contract was contained in two letters dated 12th July, 1910. The appellant's case was that they contracted as agents only, and without incurring any personal liability under the contract. There are, of course, well known rules for the construction of contracts in writing. Where, however, the defendant alleged that he contracted as an agent for a principal, agent then he is an agent and not a principal; and without incurring personal liability, other | if he has signed as agent, then the intention is special rules must be superadded to the general ones. He called them special rules because Smith's Mercantile Law, and I must say it their subject matter being agency contracts, appeals to me. The learned Puisne Judge has they had become stereotyped through a long been so carefully through the cases that I need chain of decisions, until it was no longer pos- not do more that refer to the fact that sible to interpret a contract to which they in some of them the intention of signing climbing to the roof as a temporary place of appled without their aid. He would take the as sgent has been inferred. I am content, safety, but even the household cat and dog most important: the rule, namely, that if you however, to rest the case on these decisions; sign a contract in your own name, without for my own part I think that the letter qualification you are, prima fac e, personally of Massrs. Soffletti is clear that they were liable. This special rule had been applied more acting as agents: they say they are selling the rigorously against the defendant at peas from Burlion of Brussels, but some periods than at others. He passed is to my mind absolutely clear that when to another point which had given him Messrs. Humphreys reply that Messrs. Soffletti some little difficulty. By the terms of Bre going to supply the peas through the the contract, payment was to be made in Brussels firn they treated them as agents. It entitled to do, for the purpose of explaining the little word that no notice should be taken of it. nothing before them as to the mercantile usage this is the interpretation put upon this contract

he saw no reason why Soffielti should not have agreed that payment should be made direct to the sluppers, concluding his own arrangements with them as to his remuneration, whether it be called commission, discount, or any other similar term. On the principles they were bound to apply, he thought that the contract definitely fixed the appellants with liability. Learned Counsel had referred to the subsequent correspondence between Brussels and London, and suggested, on the authority of Malcolm v. Hoyle, 63 L. J. Q. B., that they could use that correspondence to enable them to construe the contract But in his opinion the contract spoke for itself and they were not entitled to do what he wished. They might probably refer to that correspondence, as was done in the case on which he relied, not to help them to construe the contract, but to see whether subsequently to the contract a new relation had been formed between the respondents and the Brussels suppliers, constituting a new contract between them. In that case, if the respondents had paid the Brussels firm for the goods, they might, on the authority of Malcolm v. Hoyle, be entitled to sue Burlion and Schrauwen for any deficiency in the quality. But however that might be matters never got so far as that: and they could at any rate see nothing in the Lordon-Brussels correspondence disentitling Messrs. Humphreys to sue Messrs, Soffietti. There was no ovidence that Humphreys, London, had seen the actual contract, and they were writing as merchants and not as lawyers. They had to make payments against documents in London, and it was their business to see that the goods shipped were the goods their Hongkong house had ordered. It seemed to him that that disposed of the point before them, and that it was unnecessary to go further, or to deal with another special rule, that, namely, said to be applicable to the case of a foreign principal. He regretted that in this matter he had been compelled to differ from the judgment of the learned Chief

The Chief Justice-This case raises an ex-

ceedingly important question of construction of

commercial correspondence, and I am sorry that

Summary Jurisdiction. . . . It seems to me

that on the plain reading of the two letters that Messrs. Soffictti were not principals at ali, but were contracting on behalf of a disclosed principal Meisrs. Burlion of Brussels. Indeed, were it not for the words "sale to you" in Messys, Soffetti's letter I should have thought on the letters by themselves that Messrs. Soffietti were are certain principles of law governing contracts entered into-by correspondence made by Mesers. Humphreys with Burlion, and I by an agent. The first is said to be an absolute one that unless an agent signs as agent he is liable as a principal. This seems to me a most unsatisfactory way of stating the law. Persons who enter into a contract in writing are presumed to mean with they say, and each party is entitled to accept and rely on what the other party has written. Then comes a simple rule of evidence : you cannot vary a written contract by parol evidence whether of intention or any. Mr. Potter-You could not have considered thing else, and therefore a person who has sign- PRINCES PLATE, ed in his own name cannot prove for the purpose The Chief Justice-Unless you can help me of getting out of liability that he was in fact an on that point of the guarantee I must give agent-otherwise we should get to this; one party swearing that he intended to contract Mr. Potter-We did not consider on the last with the other as principal, the other that the parties would never be ad idem. Now The Chief Justice-He is only liable on the this rule has, unfortunately, as it seems to me, degenerated into the formal principle Mr. Potter-It means he is undertaking a that the contract must be specifically signed as show that Burlion refused to be bound by the Paice v. Osborne is most worthy of noie, is agent for X. Y." This is glorifying the means Mr. Pollock replied, stating that the offective | to the complete ignoring of the end. But it has it that if in the contract itself there is a clear isdication that the party was acting as agent then the fact that the signature is not specified "as agent" is immaterial. Here again the has no application to this case, for the question formality is made the cardinal rale, and the is whether the agent is liable; and although in expressed intention the exception: and as the one case it is said that the fact of the principal case seems to show the exception is rigorously being a foreign merchant is one of the elements construed. Surely the clear law derived entitled to considerable weight in determining from common fundamental principles should this question, I adhere to the further statebe stated just the other way; if a ment in Smith's Mercantile Law, that it is only contract on its proper interpretation one of the facts entitled to no more and no less shows that one of the parties contracted as clearly manifested. This is the law as stated in London, and, looking further, as they were was argued that the word "through" was such a contract, they found that payment was All I can say is that neither a man who conto be made to the Brussels suppliers, who in tracts as principal nor the other party to the their turn were to ship direct to the respond- contract treating him as a principal could use ents in Hongkong. Did this show that Hum- the word "through." It means the goods are to phreys intended to pass by Soffietti altogether be supplied through the principal and not and contract direct with Brussels? They had by the agent. I have no doubt whatever that in such cases, but, on the whole, and in the by the London house of Humphreys. Some absence of any information as to the practice, emphasis was laid on the fact that the principal

INTIMATIONS

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Almost Impossible to Describe State Head Was In. Raw from Using Unsuitable Cintments. Thought Hair Would Never Grow Again.

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scribe the state her head was infor it was a mass of the cruption. There was one place as large as a four-shilling piece without hair and it remained like that for Eyear. I quite thought her hair would never grow again. Having heard a great deal about Cuticum, Ontment, I got a the of it and also a tablet of Cuticum Soup. After using the two for a week I saw an improvement, so I also bought a bottle of Cuticum. Resolvent. After using the three for about three months her scalp was completely cured.

"I had had to cut her hair in great patches before I used the Cutleura Remedles, but after a short treatment with them, the hair began to grow, now it is thick and full of new growth. I only wish I had tried them at first, as they would have saved the child a lot of suffering, for her head was raw through using unsultable pintments." (Signed) Mrs. T. Ward, 157, Markhy Rd., Winson Green, Birmingham. England. May 21, 1010. Resolvent. After using the three for about Birmingham, England, May 21, 1010. Depote: London, 27, Charterhouse Sq.: Calcutta B. K. Paul; So. Aftien, Lennon, Ltd., Cape Town, ete; U. S. A., Potter Drug & Chem. Corp., Sole Props., Boston. Post-free, Cutleurs Book on the best elee and treatment of skin and scalp.

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and WALLETS,

RAZORS.

here was a fereign principal, and it was suggested that there was some rale which always made the agent of a foreign principal liable. It consideration than the others. If the proposition is true that the question whether a party entered into the contract as principal, or agent is one of intention, then the fact of the principal being a foreign merchant has obviously nothing to do with the case, for the question presupposes a disclosed principal, and if the intention of both parties is ascertained the other party to the contract has accepted the foreign merchant as a principal In conclusion, his Lordship referred to the questions which had been discussed that day. He did not think that the guarantee could cover non-delivery, and when the quality was ignored by Messrs. Humphreys in London then he did not think the responsibility fell-upon the guarantor. Therefore he thought the appeal must be allowed.

Mr. Pollock-With costs, of course? The Chief Justice-Yes.

THE POSITION OF SILVER,

From Messrs. Mocatta and Goldsmid's oircular :-Some nervousness is manifested in Bombay

owing to a temporary cessation of the rains up country, and this has caused some bear selling in the bazaars, but China has been inclined to buy at the lower rates, and the weather reports are not yet causing any real unessiness. Provided the monsoon resumes its natural course before long, this temporary cessation would not impair the prospects of a good season, as the latter rains are much more important than the earlier

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The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLABKE, Hongkong, 11th July, 1911.

HONGKONG AND BOUTH CHINA STEAM FISHERIES CO., LTD.

NTOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers on WEDNES. DAY, the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an

Ordinary General Meeting. NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & Co., General Managers. Hongkong, 29th July, 1911.

HONGKONG HOTEL COMPANY, LTD. NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 12th August, 1911, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1911, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

August, 1911, both days inclusive. By Order of the Board. C. MOONEY,

The TRANSFER BOOKS of the Company

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Secretary. Hongkong, 31st July, 1911.

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NOTICE.

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NOTICE. TROM This Date, and during the Absence By Order of the Board of Directors,

of Mr. G. W. C. PEMBERTON from the Colony, MR. H. F. HICKMAN has been appointed ACTING SECRETARY to the Company. H. A. SIEBS, Chairman. Hongkong, 24th July, 1911.

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T. F. HOUGH, Clerk of the Course. Hongkong, 29th July, 1911.

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA," Captain Feldtmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their while in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless

notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 1st Aug. will be subject to rent. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 9.30 A.M.

No Fire Insurance will be effected by as in any case whatever. This Steamer brings on Cargo : Ex s.s. " Faro " from Setubal. Ex s.s. "Preussen" from Havre. Ex s.s. "Paul" from Stettin. Er s.s. "Suzanne et Marie " from Bordeaux. HAMBURG-AMERIKA LINIE. Hongkong Office,

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

Hongkong, 26th July, 1911.

NOTICE TO CONSIGNEES. THE Steamship

'KLEIST." having arrived, Consignoes of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 9.30 A.M. All Claims must reach us before the 6th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. This Steamer brings Cargo: Ex s.s. "Orseolo" from Venice. Transhipped at Port Said. NORDDEUTSCHER LLOYD, MELCHERS & Co.

General Agents.

Hongkong, 26th July, 1911. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SOCOTRA."

FROM ANTWERP, LONDON, MALTA. PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloop, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless in-

structions are given to the contrary within 6 hours. Goods not cleared by the 3rd Aug., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs, Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

Superintendent. Hongkong, 27th July, 1911. NORDDEUTSCHER LLOYD, BREMEN.

E. A. HEWETT,

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. HE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods

undelivered after the 4th Aug. will be subject All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Aug., at 930 A.M. .All Claims must reach us before the 8th Aug., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

have left the Godowns, and all goods remaining

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 28th July, 1911.

Undersigned.

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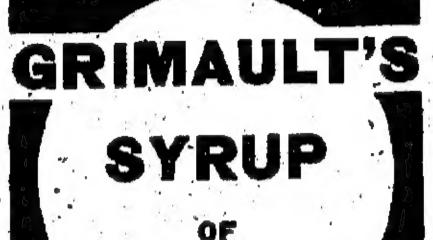
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FAR CATHAY CHILDREN

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THE YOLUME which consists of 166 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Eir ROBERT HART, G.C.M.G., and Dr. A. RENNIE!

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, maxes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chines Emblem in Gold.

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BEN TILLETT AND CHINESE.

Mr. Ben Tillett, general secretary of Dock, Wharf, Riverside, and General Workers' Union, issued a manifesto last month, in which

"The dock and ship workers have, in their own interests, taken a stand against the Shipping Federation and the Free Labourers' Association, an adjunct of the shipowners' combine. The Shipping Federation are now shipping Chinese coolies in greater numbers into British ships than a Tory Government shipped into Africa. Those coolies are being shipped with the connivance of the Liberal Government. The irony of the case is that the Liberals were returned to power to prevent Chinese coolies ousting British white labour. The most important members of the Government are shipowners, and the head of the Shipping Federation is an officer under

"The Board of Trade have no power to move, as the Shipping Federation work through their were arrived at. Government agents, so that neither seamen nor dockers can expect protection from the Board Liberals apparently demand their price in claiming the co-operation of a Government department in their effort to crush British labour. The proof is in the fact that there are at present 40,000 Asiatics in the British Mercantile Marine; these, added to the aliene, make it difficult for the Britisher to be a seaman. Not only this, but white labour, even white as shipments are confined to steamers belonging States of America, small farms are gradually foreigners, are being ousted to make room for to the Conference, a shipper receives a rebate of being absorbed by bigger ones and the developthe Chinese coolies.

follow the docks for employment—an already months a further 5 per cent. on the amount of civilization and of industrial development will overcrowded occupation. The shipowners, aided freight contributed by him during the inevitably lead to a decline of the farming by the dock companies, whenever they have been first six months of the year, together villages in this country. Moreover the local able to establish free-labour agencies, have with 5 per cent. on the freight con-expenditure, which stood at 90 or so million reduced the wages of the workers by as much tributed during the second six months, yen two decades ago, had now risen to 250 as 50 per cent, and have increased the work This means that 5 per cent of a half year's million yea, which means so much increase in almost in proportion, besides which the shorten- freight is always in the hands of the Conference the burden of local taxation. Direct taxes have ing of the gapps, and the under-manning of the and that if the shipper cannot afford to lose also witnessed a considerable increase and the work, has increased in every federation and free- his money he must continue to ship by Confer- rise in the price of commodities is a sort of inlabour area accidents by more than 50 per cent. ence steamers and pay Conference rates. as compared with the areas, with organised work. Sir John Anderson proposed as conditions mode of life consequent on the spread of educathe supply of Chinese coolies.

for British citizenship and living rights, for British ships to be manned by our own countrymon, and to be worked by British labour. Evidently the Government is on the side of the Chinese coolies as against their own country- made clear that while Sir John Anderson con- can ill afford to let their children receive a We ask the British public to support our efforts in demanding decent conditions for those who toil and moil as transport workers."

MODERN MEN OF THE STONE AGE. DISCOVERIES IN NEW GUINEA-

The following interesting letter appears in a recent issue of The Times : -

Sir,-In my Times Weekly Edition of March 10, I notice an article under the above heading. May I be permitted to point out that at the present time in Northern Australia, from the Queensland borders, through the N. Territory, into Western Australia, not only is there one, but many "a community of primitive people wearing no clothes, unable to count beyoud three, and to-day making and using the implements and weapons of the Stone Age" What is more, I happen to be one of the fortunate European witnesses of the manufacture of such articles, experiences which I have published and described with many dozen illustrations in my North Queensland Ethnography." Bulletin No. 7, printed by authority, Brisbane, 1904 Not only do the Australian blacks above referred to use stone "celts," but also stone "serspers. knives, "saws," "hand-picks," gonges, pounders hammers, and grinding stones. Shell and teeth are similarly utilized for "scrapers" and drills while bone is chiefly employed for awls and stilettes. My collections illustrative of all these articles, both finished and in process of manufacture, are to be seen in the Australian

Museum, Sydney. I was much struck with the statement of your Correspondent that. "In some instances they were only too ready to give up their stone axes when we gave them an iron axe which we sometimes did in exchange for For, strange as it may appear, an iron are is the price paid at the present time (certainly up to 1906) for the canoes brought over in barter from British New Guines, via the Torres Strait Islands, into Cape York

Peninsuls. From a comparison with what Mr. Goodfellow tells us of the people met with in the unknown interior of Datch New Guines, and what we know of the North Australian aborigines, the latter are undoubtedly the more primitive, in that they are nomadic and ignorant of any native formented drink. They are certainly on a level with regard to the treatment of their women and in their eating humen fiesh: this, however, can hardly be regarded as true cannibalism, in that all the cases that met with in North Queesland were due rather to sentiment and affection, nor, indeed, did come across a single instance where the in-

dividual-man, woman, or child-was pur-

posely killed to be eaten.

The article also says, "They seemed to be extremely stupid people. We used to strike matches in front of them and do other things which we thought might interest them, but away." With all due deference and respect. I untutored Australian black, until I learned, savage man to express carprise or curiosity by outward physical signs: Furthermore, although it is a story against myself, I might remind Mr. Goodfellow of the circumstances under which I ceased to perform this matchstriking trick. Having struck match after match before a crowd of natives who showed not the slightest signs of surprise, notwithstanding that a lucifer-box was an absolute novelty to them. I asked the interpreter to discover what these primitive children of nature thought of the performance. He informed me

WALTER E. POTH, Commissioner, Pomercon District. British Guiana.

it away! '" I am, Sir,

Pomeroom River, April 5.

THE STRAITS SHIPPING CON FERENCE.

What transpired at the Colonial Office discussion of the Shipping Conference by Sir John Anderson and the representatives of the Shipping Conference, on May 25 last, is set forth in a paper laid on the table of the Legislative Council at Singapore last week. We reproduce the document in its entirety:-

Present:-Sir John Anderson. Mr. F. Ritchie (P. and O. S. N. Co.), and Mr R. D. Holt, M.P. (Messrs, Alfred Co.), Mr. A. McGregor (Glen Line), on behalf of the Homeward Conference.

Mr. J. H. Warrack (Messrs. John Warrach & Co.), Mr. T. Royden (Messrs. T. B. Royden & Co.), on behalf of the New York Conference. Mr. G. Dodwell and Mr. J. Mortleman, representing the Secretaries to the Conferences. Mr. J. Hobinson, Colonial Office.

Mr. Holt said that he understood the meeting to be private and confidential; and that neither side would be committed unless an agreement local improvement. Agricultural profits show

state the reasons for which the Government of of Trade, as the leading financiers of the the Straits Settlements had passed the Freight by the necessity of protecting the peaand Steamship Ordinance, 1910. They were: (1) The system by which a special rebate of posed heavy protective duties on imported 5 per cent. on all cargo shipped from the Straits | cereals, etc. The result is a general enhancement for division amongst themselves.

5 per cent, upon such freight as he contributes ment of farming villages is at a standstill. "English sailors and firemen are forced to during the first half-year; and at the end of 12 The progress of the material side of modern

ers, protecting their lives and wage interests. of a settlement that the so-called "secret rebate" tion tend to increase the expense of living The Board of Trade and the Home Office deli- should be abolished, and that the present control among the peasants. Insamuch as their producberately evade the Aliens Act in the interest of of the Conference over rates should be partly tive power does not show a corresponding their supporters, and allow the Chinese to take abolished by the establishment of a list of articles increase, labour and social problems will ineviup habitation and agencies in this country for which should be excluded from the operation of ably present themselves for solution in future. the rebate syst m. The list which he put While the material prosperity of Western conn-The sailors and the dockers are standing up forward comprised :- Copra; coconut oil and tries is to be envied, its attendant evils are cakes; gambier; pepper (black and white); pine- undesirable. It is all important to adopt a apples; sago (flour and pearl); tapioca (flake, social policy which will nip these evils in the

pearl and flour). sidered it essential that the shippers now college education. The youths have therefore enjoying the "secret" rebate should not have to stop their school life after they emerge from their agents' commission increased so as to the elementary schools. This state of things is compensate for the less of the rebate, he had no very unsatisfactory from the point of view of desire to interfere with bona fide commissions the national education. Count Okuma proposto agents, the representatives of the Conferences | ed to fill this gap by publishing a magazine conabolished at the end of the present year when to bringing it within the easy reach of students the existing agreement with the merchants at home and thus ensuring the universalization expires, it being understood that the Confer- of the national education. - Japan Mail. ences should have the right to compensate the merchants for the abrogation of the agreement, say, by the payment of a lump sum.

As to the question of a list of articles to be exempted from the rebate system, the Conference representatives put forward an alternative proposal, viz. : that at fixed periods, known beferehand, shippers should receive in full the rebates due on the freight shipped up to the end of the period, and should then be free either to remain in the Conference system or to leave it. The Conference representatives suggested that the period should be once in three years, while Sir John Anderson urged that it should

mencing from January 1, 1912, triennial periods convicts working in the Rasdolny district, westshould be established at the end of each of ward of the station of Malotch. They are under which the rebates due on cargo shipped up to the control of the former administration of the the end of the period should be paid to shippers, Orel central prison, officials without any knowwho would then be free to leave or remain in ledge of the local conditions, whose only aim the Conference system. It was explained that seems to be to continue the most rigorous form

The New York Conference's agreements with sion the superintendent Leonovitch fired with the merchants expire on October 31, but as it his revolver point-blank at a man who answered would be more convenient that both Conferences him impertinently, killing him on the spot. The should commence the new arrangements at the convicts are forced to work, however ill they same time Sir John Anderson agrees that the may be. Many of them are suffering from dates above mentioned should apply to the New | source in its worst form, and the prison doctor

York Conference. In return, Sir John Anderson agreed that the Straits Settlements Freight and Steamship Ordinance should be repealed.

BATTLESHIP DESIGN.

" DREADNOUGHT DOOMED."

The utmost caution should be observed, writes the Naval Correspondent of the Daily Telegraph, towards the stories which are now in circulation regarding the Admiralty's intentions as to battleship design. The authorities are credited with the project of building ships of 18,000 tons, with six 15in, guns, besides ant: torpedo armament, which shall travel at thirtyfive to thirty-six knots, and be provided with adequate armour protection. It is also reported that such a vessel would be exceedingly cheap in contrast with the ships now being built.

Only very slight consideration is necessary to they would not look; they turned their heads show that this story rests on no solid foundation. Such a ship would be of about the same üls. would suggest that the root is on the other foot. | placement as the original Dreadnought, which From my own experience of upwards of ten for a speed of 21.88 knots on trial required years' intimacy with the North Queensland | 27,500 indicated horse-power. The battleshipsavage, I learnt to have a very high opinion of cruiser I ion, for 28 knots, is credited with his intelligence. The savage only appears 70,000 indicated horse-power; so it may be stupid because the cursory traveller does not imagined what energy would have to be deveunderstand him. I also have been guilty of loped to drive a ship of 18,000 tons at thirty-five striking matches to excite the curiosity of the or thirty-six knots, what an amount of space would be occupied by koilers, stokeholds, and what I now know, that it is not natural for engines, and what the cost would be, since the magninery alone for the Lion will considerably exceed half a million sterling. The mechanical equipment of a thirty-five or thirty-six knot battleship-if such a vessel were possible- On the Day Preceding the Departure of the would probably involve an outlay of about threequarters of a million sterling, apart from the cost of armament, armour, hull, and fittings.

It may also be added that it was only com- Silver paratively recently that the Admiralty produced and tested, with satisfactory results, the 13.5in. weapon which will be carried by six of the twenty Dreadhoughts we shall possess next RATES FOR SOVEREIGNS, GOLT truly and tersely :- "He say what for no gib spring. The design of a naval gun of high (give) it he (him)? He say 'you d- fool throw | power, is the work of many months, and then follow elaborate trials, which frequently lead to modifications of design. The new American naval weepon, for instance, had been under consideration and trial for about four years, and the Germans have devoted nearly as long to the 14in.gun which they are about to manufacture.

COUNT OKUMA ON SOCIAL EVILS IN JAPAN.

Count Okuma has been lecturing on the enhject of local improvement and education. During the past forty years, since feudalism was everthrown in 1871, the community has undergone a wonderful transformation. The metamorphosis has been worked so rapidly that the people have scarcely had time to stop and study the advantages and drawbacks of the old customs. The result is that both good and evil customs are eliminated without distinction. For instance, the abolition of Buddhist temples was at one time so vehemently advocated that not only the temple grounds were confiscated but many Shinto shrines were destroyed. The devastation of the recincts of the Buddhist temples and Shinto shrines left causes of trouble which continue to the present day. As these temples and shrines are closely associated with the development of the localities in which they are located their conservation has an important bear ing on the national character. Local improvements are of a twofold character. One is to accelerate the improvement of the present conditions, while the other is to conserve what is good and desirable among the old customs. Due consideration must be paid to these two phases of a tendency towards gradual decrease which his Sir John Anderson agreed, and proceeded to brought about a decline of the number of farming villages all over the world. Impelled sants, Germany has in recent years im-

Settlements is paid to a limited number of firms in the price of all articles, which makes the life of the peasants harder than ever, and thus the (2) The system under which the ordinary end the customs tariff had in view has been rebate is paid to shippers; which is, that so long | defented. In such a new country as the United direct tax on the people. Improvements in the bud. A few comments are necessary on the After some discussion, during which it was education of youths. The majority of people agreed that the "secret" rebate should be taining treatises on popular science with a view

CONVICT LABOUR IN SIBERIA

SUPERVISING OFFICIALS' BRUTALITY. M. Gutchkoff, the former President of the

Duma, accompanied by a special correspondent of the Novoe Vremya, has been visiting Asiatio Russia, and in particular has investigated the conditions governing the employment of convicts in the construction of the Amur Railway. The correspondent of the Novos Vremya has from time to time telegraphed to his newspaper the result of the inquiries Some discussion took place on this point, and in general has given a very favourable but finally it was agreed that rebates account of the efficient and humane manner. due on all cargo shipped up to December 31, in which convict labour is utilised. To-day 1911, should be paid then, or as soon after as the however, he sends a message from China deaccounting allows, and that thereafter, com- scribing and deploring the wretched fate of the

during the first two years of each period the of prison treatment. The correspondent charges present "overlapping" system would continue, them with senseless cruelty towards but that at the end all rebates due would be the convicts, who are beaten flogged without any ralid cause. On one occathreatens the scurvy patients with cellular confinement if they ask to be relieved from work. The food given to the convicts is indescribably bad, the meat rotten, and the cereals musty. The cells, where several prisoners were confined after

being cruelly besten, could, says M. Guchkoff, only be called stinking nests of vermin. A party of sick convicts on the Chasovinsky section were eight days without any warm food, the official in charge leaving them to their fate, and not giving the escort any money for the purchase of provisions. One doctor reported having found a convict literally dying of hunger and examustion. The correspondent adds that the regime practised recalls Dostoieffsky's "House of Death." and has led to many attempts at escape.

Only last month 22 men made off in a body, and during the last mix months out of a total of 2,000 130 sought flight. Testimony is producedeven from the military guards-that the great majority of the convicts are obedient, goodtempered, and quite willing to work.

M. Guchkoff has telegraphed a long report on the above-mentioned abuses to the Minister

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGRONG

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RACHALS			\$	550		\$ 800	•
BRINSMEAD	•••	• • •	. \$	500		\$ 750	
WERNER			\$:	495		\$ 700	,
KRA USS		• • • •	\$	400		\$ 625	
WERNER			\$	395	• • •	\$ 575	P
CHALLEN			\$	385	****	\$ 525	
SCHIEDMAYER.	A 44		\$	350		\$ 600	

ROBINSONS.

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

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is one of the many casual every day injunctions wherein larks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top: in society it is the active, gracious, agreeable person who is most run after: in the domestic circle it is the cheerful member who most completely wins and holds our affection. Theresore look silve? If you are suffering from anything which robe you of your healthy steriness attend to the trouble at once and don't rest until a cure is effected. Ifyou suspect that dyspepsis or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

BEECHAM'S

Sold everywhere in boxes, price 9td. (36 pills). Illi (56 pills) and 2/9 (168 pills).

VESSELS EXPECTED.

THE AMERICAN MAIL The P. M. S.S. Co. str. Korea is due to Mr J. Anderson arrive at Hongkong to-day between 6 and 8 a.m. | Mrs E. M. A. Apcar The T.K.K. str. Nippon Maru, sailed from Mrs G. Biogham San Francisco on the 12th ult., and is due to Mr N. F. Blanch arrive at Hongkong on about the 8th inst. The P. M. S.S. Co str. China sailed from Mr D.E. Clark San Francisco on the 26th ultimo, en route to Mr G. S. Colman Hongkong, via Honolulu, Yokohama, Kobe, Mr N K. Davidson Nagasaki and Shanghai, and is due to arrive at Mr C. Dawson

Hongkong on the 22nd inst. THE AUSTRALIAN MAIL. The I.G.M. str. Coblens left Sydney on the Mr E. A. Elliott 29th ultimo, at 11 am., and may be expected

here on or about the 20th inst. THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China left | Mr D. M. G. Gratama Vancouver, B.C., for Ho glong (via usual ports Mr & Mrs W. of call) on the 14th ultimo p.m.

THE ENGLISH MAIL. The P. & O. S. N. Co.'s str. Devanha left Mr Denman Fuller Singapore for this port on the 29th ultime, at Mr & Mr. Joseph Gou 10.30 a.m., with the outward English Mails, Capt. T. P. Hali and is due here to-morrow at about 2 p.m.

THE INDIAN MAIL. The Indo China str. Fooksang left Calcutta for the Straits and Hongkong on the 20th ult., Capt. & Mrs Hill and is due here about the 5th inst.

MERCHANT STRAMERS. The T.K.K. str. Kiyo Maru arrived at Yoko- Dr. Spencer Hough hama on the 13th ultimo from South America, Miss E. Irnes and is due to arrive at Hongkong to-day. The N.Y.K. str. Tango Maru European Line) left Singapore for this port on the 27th

ult., and is expected here to-morrow. The N.Y.K. str. Kumano Maru (Australian Mr J. H. Benson Line) left Kobe for this port via Nagasaki on Mr W. Blue the 27th ult., and is expected here to-morrow. Mr A. B. Crew The "Ben" Line str. Bendoran from Antwerp, Middlesbro' and London, left Singapore Mr. & Mrs Donnelly on the 27th ultime for this port.

Said on the 29th ultime, and is expected here on or about the 4th inst. The str. Ischia left Singapore for this port Mr H. Henke on the 28th ult., and may be expected here Mr C. C Benson

The Olof Wilk & Co. str. Yeddo left Port

on or about the 4th instant. Mr R. Hilton The N.Y.K. str. Aug Maru (American Line) Mr. B. James left Kobe for this port via Moji and Shanghai Mr Kelly on the 28th ult., and is expected here on the

6th inst. The str. Glenturret passed the Suez Canal on Comdr. F. Acton. R.N. the 4th alt., and is due here on the 7th inst. The O.S.K. str. Panama Maru left Tacoma Mr H. Adam for this port via Japan and Shanghai on the Mr. E. Arndt 8th ult, and is due here on or about the 10th Mrs Aucott

The Barber Line str. Salsuma left New York Mr. F. Bevington on the 10th June for Hongkong and Far Dr. & Mrs B.W. Brown The Mogal Line str. Braemar left United | Mr.&Mrs.D E Donnelly Kingdom on the 30th June for Hongkong via Mr & Mrs Ewing

The T.K.K. str. Buyo Maru sailed from Val- Mr. & Mrs. C.E. Harvey paraiso for Hongkong on the 10th ult., and is Dr. Hob on

due to arrive at Hongkong on about the 29th

ON SALE.

LIONGKONG HANSARD REPORTS MEETINGS LEGISLATIVE COUNCIL Possion 1910.

REVISED BY THE MEMBERS. PRICE DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

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[Messas. Ly. Nom. Value.	ALL	AND	Ev	ATT'S I Buyers.	
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1 Ayer Kuning 1 Banteng		***	***	14s 42s6	18s 48s9
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10 Pegoh 10 Pulau Bulan	g, 92	2.50	pd.	27.00	27.50 1.00 dis
1 Pungger 5 Radella	***	114	***	9.00	0.45 10.10
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2 Sungei Bagar 0 St. Helena 1 Tambalak	ı .		•••	0.75	0.85 16.00 \
1 Tambalak 5 Teluk Anson 2 Trafalgar		***		0.50 4.00 0.721	0.60 4 25
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nks.—	9	
Jongkong & S'hai	\$125	\$925, buyers
Vational of China	28	\$B0, sales
lusso-Chinese	R1874	Tls. 951
mrance:-		
Jaion Society C't in	\$100	\$820, buyers
Forth-China	£5	T's. 1674, buyer:
Yangtezo Assocn	180	\$205, buyers
Canton	\$50	\$1774, buyers
longkong Fire	\$50	\$325, buyers
hina Fire pping:-	\$20	\$1184, buyern
f man	15	Α
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& Trading pref	,£10	£11.0.0

S'hai Tug & pref. Lighter ... ord Taku Tug & Lighter Koohien Transportation & Tow-Boat Tis. 20, sellers. Tis. 471, sellers T60 Tis. 30, sales Docks & Wharves T100 | Tls. 50, sales Shai Dock & Eng... H. & W. Dock S. & H'kew Wharf... \$50 Tls. 54, buyers Tioo Tis. 841, buyers H. K'loon W. & G ... \$50 \$48, buyers T100 Tls. 130 Yangtezo

Sugar Companies:-China Refining..... \$100 | \$81, buyers Raub Australian ... \$2, gellera Chinese Eng. & Min. £1 Tie. 13%, buyers Lands:— T50 Tls. 91 S'hai Investment ...; II'kong Investment \$100 | \$94, buyers Humphreys' Estate T10 | \$6.15, buyers T20 Tis. 8 Weiheiwei..... T60 Tls. 50 Anglo-French T100 | Tls. 92 Plantations:— £1 Tls. 8, sales Alma Estates, Ld... Ayer Tawah Rubber Pation Co., Ld ... T5, Tla, 5

£1 | 7 ls. 12, buyers Chempedak Dominion Rubbers. Ta Tis, 25, buyers K. JavaP'ation, Ld. £1 Tls. 5, sellers Kalumpong Rubber T50 Tls, 115 Senawang R'ber ... T100 | Tis. 26, sales Shanghai - Sumatra T20 | Tls. 90 Tobacco 21 Tls. 131, sellers T.-R. & T. Estate Co. Cottons, etc:— T50 | Tls. 774, buyers Internationals T100 Tis. 50, buyers Laou Kung Mow Soy Chees T500 Tla. 22 H.C.S.W.D.Co.,Ld. \$10 Tls. 9 T50 Tls. 51, buyers Shanghai Cotton ... Eastern Fibre £10 | Tis, 10 ndustrial:— A. Butler ement,

T50 | Tls. 23, buyers Tile Works \$100 | \$721, anles Anglo-Ger. Browery T'50 | Tile, 17, China Flour Mill ... China Im, & Ex. Lumber T100 Tis. 76, sales China Printing Co. T50 Tis, 50 \$10 \$3,15, sales Green Is, Coment.... Maatschappij, &c., in Langkat...... Gs. 100 Tls. 94, sales Major Brothers T50 Tls. 30, sellers Scharff's Oil & Bone T50 Tls. 40, sellers Mille, Ld. Shanghai Electric & Asbestos

\$25 | \$21, sellers Shanghai Electric Construction £10 Tis. 504, sa. & b. Shanghai Gas Tla. 107, sales T25 Tis. 12 Shanghai Ice.... S'hai Pulp & Paper T100 | Tls. 22, sellors £20 | Tls. 375, buyers Shai Waterworks, ... \$20 | \$17, sellers Hall & Holtz J. Llewellyn \$60 | \$55, sales A. S. Watson & Co. \$10 \$61, burers Central Ordinary '... Central Founders ... \$15 | \$400 \$50 \$20 S. Moutrie & Co. \$20 | \$241, buyers Weeks & Co. Lane, Crawford & Co. \$100 | \$115, gales Dunning & Co. \$50 \$211, buyers Hotela: —

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KOWLOON

MAIL TABLES for 1911 ... 0.80 & 0.20

EMPIRE "MONROE DOCTRINE!"

THE DECLARATION OF LONDON

POST."

The Declaration of London will probably not prove to be of the directly calamitous nature that is to day freely predicted. When the great war comes there will be very little heed paid to this or any other Declaration. No parchment bonds will hold our enemies from making the most effective attack upon us, and Great Britain, her back to the wall, facing the prospect of utter destruction, will fight as best she can. The reckoning afterwards will not matter. To the conquering Power victory will give a full indemnity for every act of war. To the conquered Power nothing will very much matter. It will be only adding a few more debts to hopeless bankruptcy,

It is rather in the spirit which it shows, the spirit of surrender and souttle, which make the Radical eagerness for this Declaration so depressing. The Radicals think that they have discovered anew an old way of keeping the peace, that of making concessions, of taking a mild and unobtrusive attitude, of buying off hostility. As every schoolboy knows, the Romans tried that method with the Gauls in the early days of their Empire. It did not prove successful. The peace bought with Roman gold lasted until the Gauls wanted more; and then another war called for another sacrifice, until the Romans, taught their lesson, offered steel in place of gold. At a later period of decadence the policy of concession was revived, and the Empire did not long survivo. It is not necessary to pile up instances. Almost every nation's history can provide at least one warning that there is no safe policy for greatness other than a proud and armed resoluteness, though small peoples may often remain unharmed in an attitude of inoffensive obscurity. The British Empire is too great: it stretches over too much of the earth to hope for safety through unobtrusiveness. It was fashioned in pride of race. It can only survive in pride of race,

THE NAVY AND THE EMPIRE.

Especially in regard to sea power must the British people dare to be great. The Navy is the creation of the impulse of Empire. If the people of this country had been insular in ambition as well as in position the Navy would never have been. It required for its creation the Hebraic sentiment of elect nationality which has always influenced the British mind, and which was specially dominant during the Elizabethan opoch. The pride which began by claiming absolute dominion over the "Narrow Seas" washing British shores, and, that much won, extended its claim to overlordship of all the oceans, was the foundation slike of the British Navy and the British Empire, which are in. separably linked. The spirit of the Lord Charles Howard of the Sixteenth Century, who, when escorting the young Queen of Spain down the Channel, forced the Spanish ships " to stoop their gallants and to vail their bonnets for the Queen of England," was the spirit in which the Empire was made and in which it must be maintained. But with this reservation: that the Empire needs no more, wants no more, conquests; aspires now only to a peaceful and safe development.

The Declaration of London cuts clean across the old traditional naval spirit of the British people. In effect it admits partners into the control of the sea and denies the supremacy which we have claimed since Tudor days. It will do more to encourage naval rivalry than did that unfortunate recent offer of a Radical Government to moderate shipbuilding programmes, which was taken to mean that we were beaton in the race for sea supremacy and wished to come to terms. For conturies we have claimed a special position at sea. To-day it is not necessary, would not be wise, to revive all the proud intolerance of the ancient claim. would, in my opinion, be wise to modify it with a definite declaration of peaceful intent, surrounded with as solomn pledges and guarantees as the wit of man can devise. But it is not wise to admit, as we practically do in the Declaration of London, that on sea we are merely one among

A MONEOE DOCTRINE.

An Empire "Monroe Doctrine" rather than this Declaration of London is what the international position of to-day calls for. Following the example of the great American Republic, we might declare our resolution to keep inviolable the present territory of the Empire, and to maintain against all comers the supremacy of the sea, which is really an internal road of our Empire, but also to keep the peace steadily so long as no aggression is attempted either against our territories or the connecting path to and from those territories. Such a declaration would "clear the air." The Monroe Doctrine of the United States was condemned as a piece of insolence at first; but it has, on the whole, been an instrument of peace. It has made it difficult for any other Power to blunder into trouble with the American Republic, and most of the wars of the world arise in the beginning from CONSTRUCTION IN CHINA ... 0.50 blunders and not from a definite heatile purpose. The time for the statement of an "Imperial. Dectrine" on our part seems to have come. That statement must declare a British resolution I to maintain sea supremacy, or it will be tantamount to an abandonment of the Imperial ambition. Yet the Declaration of London is to all utents and purposes an abandonment of the claim to a special position at sea.

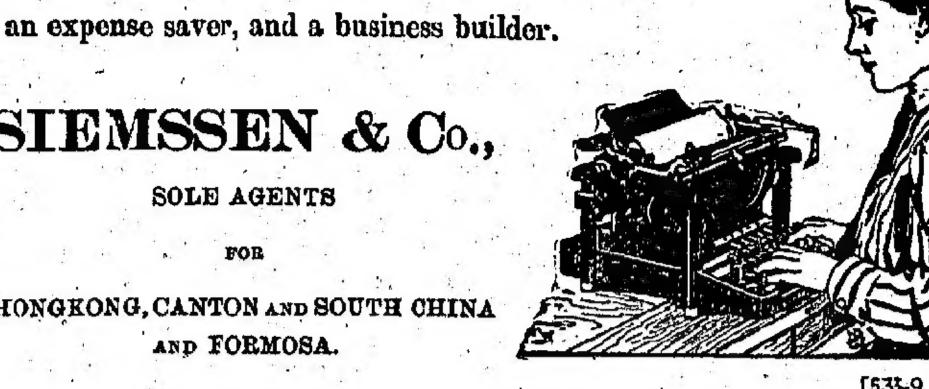
The amiable motives of our Radical administrators in fathering this Declaration of London may be fully acknowledged. A desire for peace is admirable. But it is not the way to peace, Every argument, from history, from logic, goes to prove that. Nor is it even a way 0.25 to make war more merciful. Again history may be appealed to. In Europe before the Napoleonic era the horrors of war had been greatly mitigated by the various restrictions which had grown up. could be waged without very serious discomfort to an invaded country, apart from the actual Argus, river gunboat, 180 tons, 6 guns, 570 h.p., losses in the field. Napoleon came with his ideas of "effective warfare" and his plan of making a war pay for itself, and the whole elaborate edifice of war law crumbled away Those armies which played the game according to the old rules found their chances hopeless in the field. After the Napoleonic wars there was an attempt again to make war more merciful. But a rebarbarisation came with the Prussian invasion of France. In the next great war, [which will be more momentous probably than any that has yet been waged in the days of modern civilsation, no Declaration of London nor any other document will preventa-nation taking full advantage of its strength. What benefits humanitarians may hope for from this Declaration will therefore not be reaped. The sole practical effect of Mr. Asquith's urgent "whipping" of his party, and Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre. of Mr. Lloyd George's careful canvassing of the Imperial Conference on behalf of the new Treaty, will be that a significant abandonment POWER OF ATTORNEY FORM ... 0.25 has been made of the old British claim to be sole Mistress of the Seas.

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Alsority, despatch-boat, 700 tons, 4 guns. 2,000 i.h.p., Comdr. A. Lowndes, Weibaiwei. Astresa, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle,

Master S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai.

Comdr. J. M. Barker, Shanghai. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Redoutable, battleship (reserve), 9,330 tons f.d., Comdr. H. Lynes, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340. Styx, armoured gunboat, 1,800 tons, 8 guns Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400,, Takou, destroyer, 280 tons, 6 guns 6,500 h.p., Comdr. H. R. Veale, Shanghai,

Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, - Hongay Weihaiwei. Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain Weihaiwei.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong. dart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hitis, gunboat, 1,000 tons, 10 guns,

Hongkong, anus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood Weihaiwei. ent, armoured erniser, 9,800 tons, 14 guns,

i.h.p. 22,000, Capt. S. St. J. Farquhar, Weihaiwei. Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 Taku, destroyer, 280 tons, 4 guns, and 2 torpedo i.h.p. Commr. B. O. M. Davy, Sandakan.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000, Tiger, gunbest, 900 tons, 10 guns, 1,300 h.p., Capt. G. C. Cayley, Weihaiwei. Monmouth, armoured cruiser, 9,800 tons, i.h.p. -22.000, Captain L. E. Power, M.V.O., Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith West River. Newcastle, 2nd class cruiser, 4,800 tone, turbine, Captain George P. E. Hunt, D.S.O.,

ightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward, R.N., Yangteze. Otter, torpedo-boat destroyer, 385 tons,-6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei,

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Albany, cruiser, 3,000 tons, C, S. Williams. Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdele, Barry, destroyer, 420 tons, Ens. Edmund S. Hongkong,

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurica B. Leslie, Yangteze. Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000, Gunner E. J. Trillo, R.N., Hongl'amar, receiving ship, 4,650 tons, 6 gans, Chauncey, destroyer, 420 tons, Ens. I. N Commodere Eyres, Hongkong, Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangtaze. Thistle, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. M. B. Baillie-Hamilton, Hongkong, irago, torpodo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Singapore. Whiting, torpede-boat destroyer, 360 tone, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 guns, 800 h.r. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 gnns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtsze, Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Liout.-Comdr. G. F. A. Mulock, Yangteze,

Submarines :-No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lient.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr.

ATISTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser 4.000, Fregattenkapitan Oskar Hansa, Northern Waters anther, third class cruiser, 1,530 tone, Fregattenkapitan, Theodor Skerl Edl. von

Achéron, armoures gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 gurs 5,100 h.p., Commander Fournier, Hakong Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon Lieut, Andouard,

Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linares, Shanghai Dupleix, armoured oruiser, 7,578 tons, 26 guns 17,000 h.p. Desair, armoured cruiser, 7,57 8 tons, 26 guns.

17,000 h.p. D'Therville gunboat Estoc, gunboat, 141 tons, Beserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigon Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p.

Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong Montcalm, armoured cruiser, (flagship) 9,367

tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-inManche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche,

Mouquet, destroyer, 300 tons, 7 gruns, 6,300 b.p., Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 gaus, 500 h.p. Lieut, de Maindreville, Upper Yangtse Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut, Puech, Tongku tlas, admiralty tug, 615 tons, 1,400 i.h.p., Perle, sub-marine, 70 tons, 60 h.p., Lieut Monnier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p.,

Commander Mortenol, Hongay. ritemart, gunboat, 710 tons, 900 h.p., Lieut. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon 37 guns, 6,200 h.p., Capt. Drouet, Saigon 1,600 h.p., Lieut, Seriot, Saigon.

In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol, Vétéran, torpedo-depot, Lieut, Bihel, Cap Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.

Arcons, cruiser, 2,719 tons, Captain von Hipper Captain Laus

Lieut. Damonlin, Sikiang

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 gans, 1,344 h.p. Captain Bölken Scharnhorst, armoured cruiser (flagship)e

11,420 tons, 52 guns, 26,000 h.p., Kapitan Zur See Mass tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram Corpedo boat "Sgo," Kapitan Leut, Heyden

Captain v. Koss Tsingtau, gunbost, 170 tons, 5 guns, 1,300 h.p. Captain Ross Vaterland, gamboat, - tone, 3 game, 500 h.p. Captain Toussaint

Calabria, protected cruiser, 2,428, tone, 26 game 4,000 h.p., Capitano Maris Casanuova di Puglia, propected cruiser, 2,498 tons, 26 gans, 7,000 h.p., Capitano Gasani Viyconti Marchese Lorenzo

Patria, gunboat, 700 tons, Captain J. Afrexo Lt.-Comdr. Cosmo A. O. Douglas, West Arayat, gunbest, Lieut.-Comdr. Matt H Signor Bainbridge, destroyer, 7 guns and 2 torpedo tubes Engin Lloyd W. Townsend

Sandpiper, river gunbost, 85 tons, 2 guns, 240 Callao, gunbost, 243 tons, Ens. J. R. Murrisson h.p., Lieut. Comdr. E. J. J. Southby. Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai

Charleston, battle-hip (flagship), 9,700, tons 58 guns, 21,000 h.p., Comdr. John H. Gibbins Shanghai. Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai

Dale, destroyer, 420 tons, Lieut, Herbert H Denver, cruiser, 3,200 tone, Comdr. Edward E. Cagehart, Shanghai Galveston, orniser, 3,200 tons, Commander

John A. Hoogewerff, Manila Helens gunboat, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum Mohioan (station ship), Commander G. R.

MonSterey, monitor, 4,000 tone, Lt. D. W. Todd Nanshan, transport, 1,577 tone, W.D. Pardeaux New Orleans, cruiser, 3,430 tons, Comdr. Roger New York, cruiser (flagship), Comdr. J. P.

Paraguay, gunboat, Ensign Roy L. Lowman Pennsylvania, armoured orniser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 160 hp., Ens. Kenne Whiting

Rainbow, cruiser, 6,026 tons Comdr. A. C Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G Villalobos, gunboat, 370 tons, Lt. A. Andrews Wilmington, ganboat, 1800, Comdr. G. R.

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To Sail on or About

4th August.

26th September.

22nd August.

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FROM COLOMBO:

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

AVERAGE MARKET PRICES. July 27th, 1911. The Prices are given in Dollar Cents. BUTCHER MEAT. Matte Met Lung Pi Yuk-Beet, sirloin and prime cut lb. 20 Tong Yok-Beet for soup Ngau Yok Pa-Beef Steak Ngau Yok Ch'ong-Bausages ... Ngan No-Bullock's Brains set Man Lao-Beef Steak, Sirloin 1b, 30 154 Ngau Le-Bullock's Tongue, MAN Him Ngau Le-, corned , 60 Ngau Tau-Bullock's Head..., 85 Ngan Sam- " Heart..., lb. 12 Hem Ngau Kin-Beef Hump, Ngau Kak-Bullock's Feet ... each Ngau Iu-Bullook's Kidner 8 Ngau Met-Bullock's Tail 18 Ngan Kon-Bullock's Liver ... lb. 12 HA Ngau T'd-Bullock's Tripe, undressed STEER OF NEAR Teat Tan Kor-Calve's The Yong Pai Kwat-Mutton Chop lb. 22 Yong Po-Leg of Mutton..... 22 Yong Shau-Mutton Shoulder , 20 Chn P'si Kwat-Pork Chop ... lb. 20 Chu Sam-Pig's Heart 13 Chu Kon-Pig's Liver , 30 Chu Teai-Sucking Piga (to Shang Ngau Yau-Boaf Suet ... 20 Shang Yong Yau-Mutton Suet , 22 Ngau LipCh'ong-BeefSaueage .. 20 Ngau Chai Yuk Ch'ong-Veal , , 20 POULTRY Kai Tsai-Chicken 32 Sin Kai-Capons Pan Kau-Doves. ■水椒膏 Sang Sheng Shöd Ap— Wild Duck Ap-Ducks lb., 22 Kai Tan-Hen's Eggsdoz 24 Kai-Fowl, Cantonb 38 Hoi Nam Kai—Fowls, Hainan ,, 33 Ngoa-Geese...... 22 ShrugHol Ya Ngoa-Guesse, Shanchaipa ir-Wild Duck Shanghai.....pa ir -Pak Kor - Pigeons | Canton each 30 Hoihow 23 tatt Om Ch'un-Quail Musk Deer Hit Shan Kai-Pheasant....... the Cha Ku-Partridgeeach 10 毫花禾 Wo Fá Tsök—Rice Birds ... doz. ik & Sa Ts'ci-Snipeeach -程表 Shou Ap—loal...... He Fo Kai Kung-Turkoys, Cock lb. 00 是為人 Fo Kai Mo-Turkeys, Hen ... , 45 An Pin Yu-Bream 16 Tam Shot Yu-Canton Fresh Am Le Yu-Carp...... Mau Yu-Cat Fish..... 20 Man Yu-Codfish Hai-Crabs Mak Yu-Cuttle Fish...... Sha Mang Yu-Dab..... Hoi Sin-Eels, Conger ,, 18 金木運 Tarn Shui Sin—Eels, Fresh water Wong Sin-Eels, Yellow , 36 Pak Kap Yu-Gudgeon. 百香 Tso Pak Yij—Herrings Lung Ha-Lobsters....... , 35 Shi Yu-Mackerol 18 Mong Yu-Mong Fish ,, 40 & Shang H6—Oysters A & Kai Kung Yu-Parrot Fish ... Tau La-Perch Hau Tas Yd-Pike Hak Ch'ong- " Black... " 24 Ming Hi- Prawns 表现在 Pi Pa Sa—Rey.....

Amr Sik Kau Kung -Rock Fish ... , 18

Ma Yau Yu-Salmon, Canton ,, 40

Ad Shang Yd-Salmon, Fresh Water,

Tat Sa Yu—Soles

Kök Yü-Turtles, small, fresh-

· ■申山全 Kam Shan Ping Kc—Apples,

Shang Sheng Houng Triu-

mang Heung Tsiu—Bananas

Pak Bit Yu-White Bait

Apk Tso Hau Ya-Turbot........... 24

FRUITS.

電学算文 Tin T'sun Pin Ko-Apples, C'foo ,, 一

Hang Yan-Almonds...... ,, 25

Hoi Tong—Apples, small, O'foo .. —

Yat Pun Ping Ko-Apples,

Young I -arambola

子製器 P'6 Tai Taz-Grapes... 1st ql. lb.-

Ning Mong—Lemons,—Saigon .. 15

The On Nam Mong—Mango, Saigon ,,—

Bi Sai Kwi-Water Melons China .. 3

相數 Tim Kat— " Mandarin "—

Fa Shang—Peanute 10

1 1 Shanghai Li-Pears American .. -

Sa Li-Pears Canton 8

Max Hung Li-Plums' Swatow

Hung Tai-Persiminons large , 25

Pun Ti Po Lo-Pine-apple..... .. 10

Bin Tei-Pears, Cooking Canton-

per doz

American..... per lb. —

American..... each -

Passion Fruit, American ... lb. -

Chang-Oranges, Sweet , 30

Kam San langmon-Lemon,

12 Lai Chi-Lichess, Freshia

文技書 Lai Chi Kon-Lichees, Small

接回算 Yong Sai Kwa—Water Melon,

Chiu Chau Chang - Orange,

及音 Heung Kwä - Musk Melon

Fung Lut-Chestmuta, Chinase ,, -

W Ye Tex-Cocognuts..... each 10

Ning Mong-Lemons, Chinese, 3

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SHANGHAI, YOKOHAMA, KOBE& MOJI "YEDDO" On 5th August. TELEPHONE No. 171. For Freight and Further Particulars, apply to OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

東海萬大 Papaw 1st qualityeach — Pineapple Cooking only ... 2nd ... at Tai Tsiu-Plantains Luk Yau-Pumelo, Amoy ... each -推测建 Chim Lo Luk Yau—Pumelo, Saim , 2) San Hop To-Walnuts, Fresh ib. 20 Hop To-Walsuts, Green Shanghai Lo Kwat VEGETABLES, &c. Artichokse, Shanghai Loong Soo Ts'ol—Asparagus...los — Chuk Bhun—Bamboo Shoots ... lb. 5 Mga Tsdi-Beens, Sprout ,, Tau Kok- , Long. Min Tau- Broad Pin Tau- , French, S'hai , 1 A Tau Beans, " Macao (French) Hung Tau Ta'oi Sho Beetroot " Kau Sun-Cane..... Tsing Ke-Brinjals Green... Pak Te'oi-Brassica 本書 Kai Troi—Cabbage Chinese 西茅港上 Bhai Kai Ta oi -, Shanghai Karn Shiin—Carrots 6 在型河 Ye Ta'oi Fa-Cauliflower..... 03cb-花葉海大 Tai Ye Ta'oi Fi ... , Large Size .. --Chung Ye Ts'oi Fa-Cauliflower .. -Med. Size Can Ts'ol-Celery, China lb. 6 Pak Iam-Olives , 6 Kon Lat Chin-Chilies, Dried , 18 Taing Lat Taiu-Chilies, Green , 8 Chu Sa Kat- , Small , 5

Suk Mai-Sweet Corn.....piess 5

Man Young Shang Ta'oi-Lettuce ... lb, 1

Foochow 上任事 Shanghai Shu Tsai-Potato 伊書本日 Yat Pun Shu Tsai-Potatoies, Japanese O Mun Shu Tsal-Potatoes, Macao 伊斯拉 Fa Ke Shu Tsai-Potatoes, American Fan Shu-Potatoes, Sweet...... " L Tung Kwa-Pumpkin...... " 本件性 Chu Tsai Ts'oi—Pursline GO Hung Lo Pak Tsai-Badish ... " Kan Ta'ung Tau-Shalota Yin Tsoi-Spinsch..... 日学 Ft Tau—Taros....... Fan Ke-Tomatoes..... 1 Lo Pak-Spinach Chinese..... Lien Ngau-Lily Root Yeung Lo Pak-Turnips, Eng. ,, 2 Tsit Kwa-Vegetable Marrow, ... 3 Ma Tai -Water Chestnuts, " Hung Fi Tsiu-Chilies, Red ... 12 西島林林 Kwei Lam Ma Tai - Water 及者 Tsing Kwa-Cucumbers Chestnuts, Mandaarin 或者 Ka Li Ta'oi Liu—Curry Staff, , And Sai Yuong Ta'oi-Water Cresses , Tai Shu -- Yams Shuen Tau-Garlic..... 6 Sage, per bundle ... Lo Koung-Ginger, old 6 Taz Keung-Ginger, young ... 5 The prices necessarily vary from day to day Te Tering Tau-Green Peas and the Sanitary Board has no power to compel Kan Lik-Horse Radish, S'hai , 12

* Shang Ta'ung-Onions, Green , 5 WEAR Yat Pun To'ung Tan-Onions, Japanese Manghai Ts'ung Tau-Onions, Shanghai Ma Mo ka-Okroes 西元森 -Young Yuen Si-Paraley, Eng 任事別題 Focchow Shu Tsai-Potatoss Common 5 stallholders to sell at the price quoted.

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Secretary, Sanitary Board.

Bombay u

SHIPPING IN PORT.

BTEAMERS

AJAX, British str., 4,477, R. D. Owen, 26th July-Liverpool and Singspore 21st July, General-Butterfield & Swire. ANNAM, French str., 3,998, Vizra, 29th July-Woosung 25th July, General-Messageries Maritimes.

BARON MINTO, British str., 2,696, T. Baillie, 19th July-Moji 13th July, Coal-Gilman CARINTHIC, British str., 2.355, E. Woodhead,

27th July-Cardiff 8th June, Coal-Admiralty. CRIPSHING, British str., 1,199, F. Mooney, 30th July-Tientsin 21st July, General-Chinese.

CHOSHUN MARU, Japanese str., 1,301, Yamaguchi, 29th July-Swatow 28th July, General-Osaka Shosen Kaisha. DAVRE, Norwegian str., 733, L. Paulsen, 29th July-Port Sambo 22nd July, Petroleum-

DERWENT, British str., 1,520, Jenkins, 29th July-Cebu 22nd July. DUNEDIN, British str., 3,051, Mase, 28th July -Moji 22nd July, Coal-Dodwell & Co. FOOCHOW, British str., 1,268, C. P. Vincent, 23rd July-Milke 10th July, Coal-Butter-

field & Swire. HAIMUN, Brit. str., 641, A. H. Stewart, 3rd July-Swatow 29th July, General-Douglas Lapraik & Co. HANGCHOW, British str., 999, Byers, 25th July -Newchwang 17th July, Coal-Butterfield

& Swire. HUICHOW, British str., 1.217, G. Hooker, 28th July-Tientain via Weihaiwei and Swatow 27th July, General-Butterfield & Swire.

Blackhead & Co. EWANGLEE, Chinese str., 1,468, Pratt, 26th

Kin Tye Loong. LIGHTNING, British str., 2122, E. P. Smith, 30th July-Singapore 24th July, General-Davil Bassoon & Co. LOONGMOON, German str., 1,275. W. Vogeler,

24th July-Chinkiang 20th July, General-Hamburg-Amerika Linie. Teak-Butterfield & Swire.

Coal-Bradley & Co. Ota, 20th July-Moji 15th July, Coal-Mitsui Bussan Kaisha.

Jebsen & Co.

and Manila 20th July, General-Nippon Yusen Kaisha. NANCHANG, British str., 1,056, Robertson, 25th July-Chefoo 19th July, General-Butter-

PERSIA, British str., 2,744, A. Lockett, 25th July-San Francisco 28th June, Mails and General-Pacific Mail S.S. Co. PHEUMPENH, British str., 1,065, Jas. Scott,

30th July-Saigon 25th July, General and Rice-We Fat Sing. RUBI, American str., 2,797, S. A. Crosby, 27th July-Manila 24th July, Hemp, and Sugar

—Shewan, Tomes & Co. SHUTO MARU, Japanese str., 5,898, K. Nasu, 23rd July-Moji 17th July, Coal-Order. SI-KIANG, French str., 615, E. de Catalano, 30th July-Haiphong 28th July, General-

Messageries Maritimes. SPIE, Norwegian str., 871, W. Horn, 29th July Wimbledon will be J. C. Parke, the famous Irish -Newchwang 20th July, General and

Beans-Asgoard, Thorseen & Co. STEATHESK, British str., 2,802, D. Stanbyse, 24th July-Moji 18th July, Coal-Gilman STRATHLYON, British str., 2,846, J. R. Shaw,

24th July-Portland via Nagasaki 9th July, General, Flour and Timber-P. M. S.S. Co. Sul Sang, British str., 1,960, M. Picknell, 21st July-Moji 15th July, Coal-Jardine, Matheson & Co. SUNGKIANG, British str., 987. H. Mathies, 30th

July-Haiphong and Hoihow 29th July. General-Butterfield & Swire. TJIBODAS, Dutch str., 2,953, Jurriannes, 29th July-Amoy 27th July, General-Java-

China-Japan Line. TJIMAHI, Dutch str., 2,000, J. P. Scholte, 22nd July-Swatow 21st July, General-Java-China-Japan Lijn. Typeus, British str., 4,799, T. Chrimes, 30th July-Kobe 16th and Foothow 28th July,

SAILING YESSEL. ECLIPSE, British 4-masted barque, 2,996, Jame White, 12th May-New York 20th Jan., Kerosene Oil-Standard Oil Co.

General-Butterfield & Swire.

LATEST STEAMER MOVEMENTS

The I.G.M. str. Print Ludwig, carrying the German Mails with dates from Berlin of the 12th alt., left Colombo on the 29th ult. p.m., and may be expected here on or about the 9th

for Moji on the 30th ult. The Barber Line str. Wray Castle from New York left Manila on the 30th ultime morning. and is therefore due here this morning.

The C.P.R. Co.'s str. Empress of Japan arrived at Kobe at 6.30 p.m. on the 28th ult., and left again at noon on Saturday for Shimidzu, where she was due to arrive at 8 s.m. on the 30th ult.

for the Straits and Hongkong on the 20th uit., | Express and is due here about the 11th inst. The I.G.M. str. Prinzess Alice, which left here on the 26th ult., at noon, arrived at Singapore on the 30th ult., at 2 p.m.

ON SALE.

OUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December 1910. With INDEX. Price \$7.50.

On sale at the "Hondkong Daily Press"

Hongkong, 28th March, 1911

SOME CHARACTERISTICS OF

FAMOUS PLAYERS.

PERSONALITY IN LAWN TENNIS.

Personality in lawn tennis as in nearly everything else, counts for much, and during the present week, when the championships will be play-ed on the billiard-table courts of the All-England Lawn Tennis Club at Wimbledon, the power of personality will make itself felt by the number of the spectators who will crowd round the particular court in which the owner of the personality is disporting himself.

Though, unfortunately, he has retired from the game in the full plenitude of his powers, probably there never was a more virile lawn tennis personality that than of Frank L. Riseley, the famous Gloucestershire player.

Riseley and S. H. Smith were a remarkable doubles pair-the one brimming over with exuberance and dash; the other phiegmatic and cautious, doggedly content to keep on returning the ball until his opponent gave him the opportunity of putting in one of the "Smith" drives, which are famous the lawn tennis world over. And meanwhile, Riseley, a bundle of quiver-

ing nerves, would wait, impatiently. Saddenly he would hurl himself across the court and bring off a "kill" which would electrify everybody. A player of strongly-marked personality was Norman F. Brookes, of Australia, who won the championship in 1908. There was something almost repellent about Brookes' play. It was so horribly ruthless and so suggested an inexorable inevitableness that merely having to play against this dark, saturnine, smileless man must have been a severe ordeal.

THE HOLDER.

The holder of the championship, Anthony F. Wilding, of New Zealand, possesses a strange, KAIFONG, British str., 987, Sidford, 28th July | baffling personality, which oddly contradicts the -Manila 15th July, General -Butterfield | picture he presents of fresh, lissom athleticism: He seldom smiles, and his curiously long upper KENKON MARU, Japanese str., 2,109, T. Yama- lip presses harder and harder as the game promoto, 24th July-Moji 18th July, Coal- gresses. It is when things are apparently going against him most that Wilding is seen at his best. A trim little man is the ex-holder, A. W. July-Shanghai 23rd July, General- Gore, with his ourious, jerky walk. It seems amazing that Gore ever managed to win the LANDRAT SCHEIFF, German str., 1,012, July- championship twice. His only stroke is his Bangkok and Swatow 21st July, General- drive, but he manages to get this in sufficiently often to prove too good for most of his opponents,

veteran though he is. Another of the veterans who is generally there or thereabouts is the little solicitor. H. Roper Barrett. He has never quite attained the highest honours, though he is, undoubtedly, one of the most purely intellectual players of MACHEW, German str., 996, R. G. Wilhsen, the game. Being a little man, inclined 29th July-Bangkok 18th July, Rice and to be portly, he has few of the natural advantages. He relies almost entirely on MADELEINE RICKMERS, German str., 2,956, J. placing the ball, and has never been known to Schmitz, 28th July-Mororan 20th July, hit it really hard. There is a cool and calculating subtlety behind Roper Barrett's play which MANDASAN MARU, Japane's str., 3,246, T. often proves disastrous to far more dashing and

ornate players. Like the brook, M. J. G. Ritchie seems as if MICHAEL JEESEN, German str., 947, I. Peter- he would go on for ever. Nover absolutely in san, 28th July-Haiphong 25th, Pakhol | the front rank, he is a very sound player. He 26th and Holhow 27th July, General - comes on the courts with a peculiarly heavy and lifeless tread and seems tired out before he starts. MINNESOTA, American str., 13,323, T. W. When playing, however, he is as light-footed as Garlick, 22nd July-Beattle 19th June most of them.

> NEVER RUFFLED. Possibly one of the strongest personalities playing first-class lawn tennis is C. P. Dixon, brother of J. A. Dixon, the famous Nottingham cricket captain. A large, plucid person is Dixon, who never allows the most natoward incident to disturb him. Even the most glaringly bad decision by the umpire leaves him unruffled -he merely waves his racket in melancholy-wise, as though to say "Why werry?" If Dixon troubled about such things as escutcheons, he would undoubtedly bear the motto " Kismet."

A complete contrast to Dixon is the ever smiling T. M. Mavrogordato, A neatly-built little person is this, and whatever the state of Labuan the game, he keeps on smiling.

One of the breeziest personalities playing at international three-quarter back. Parke plays lawn-tennis like he played Bugby. He is dashing all the time, and when in torm is quite one of the hardest hitters living. A splendid type of sportsman, he is quite one of the most popular players of them all.

Probably the greatest stylist is A. E. Beamish. Anyone watching him play for the first time might well think he was a real champion. When on top of his game he is first-class, and he is never snything but a pure delight to watch. But he also has just failed to realise expectations. There is a lack of "devil" in his play, without which no one can hope to be a

YOUNG HOPEFULS.

Then there are the immsculate Laws brothers -sons of Sir Francis Lowe, M.P. When they came down from their respective universities they were regarded as the hopes of the younger generation. They have done exceedingly well, but have not quite " made good" yet.

Footwork in lawn tennis counts for nearly as much as it does in the prize ring, and by far the most skilful exponent of this side of the game is S. N. Doust, the Australian. To watch his twinklinglittle feet during a game is an education in itself. Doust is a better doubles player than a singles one.

Undoubtedly the quaintest of all lawn tennis personalities is Dr. Eaves. He is quite a veteran now, but can still put up a gallant fight | Tnes. n doubles. His fierce little monstrche, his characteristic little strut, and his obvious an. Wed. poyance with himself when he misses a shot, are an unfailing source of delight to spectators.

France has made tremendous strides of late in the game. There seems to be something in Fri. lawn tennis that suits the French temperament. Last year one A. H. Gobert got knocked out very | Sat." The Bank Line str. Suveric sailed from Kobe | early, but those who watched him could only come to the conclusion that here certainly were | Sun. the makings of a champion.

Gobert is quite young. He is very tall, and | Mon. has a tremendous reach. He may not win this year, though even that is possible, but if anything can be safely prophesied it is that with ordinary luck, it will not be very long before the championship boards in the pavilion at Wimbledon bear for the first time on record the name of a The Indo-China str. Laisang left Calcutta Frenchman,-H. F. W. in the London Daily

> AUSTRALIAN TRANSCON-TINENTAL RAILWAY

The Press of Queensland and New South Wales is agitating the claims of the Port Darwin to Bourke route for the transcontinental railway as against the Port Darwin to Oodnadatta line. The former, it is urged, would link up all the terminals of the Eastern systems besides opening millions of acres of splendid pastoral country in the Northern Territory west of Camooweal. Southern interest in the Territory is increasing. Large pastoral syndicates are acquiring holdings there, and a further line from Port Darwin to the Far West coast ports is being pressed upon the attention of Western Australia as also calculated to onen vast areas.

WEATHER REPORT.

On the 31st at 12.10 p.m.—The barometer has fallen slightly to moderately over the Philippines, a typhoon having appeared over the Pacific to the N. E. of Luxon.

Pressure is little changed in other areas. It remains low over N. China, and high over the Pacific to the East of Japan.

at 10 a.m. to-day, 0.00 inches.

Light or moderate monsoon may be expected over the China Sea. Hongkong rainfall for the 24 hours ending

The fereesst for the 24 hours ending at noon to-day is as follows :--

FORECAST. DISTRICT Hongkong & Neighbourhood Formosa Channel Same as No. I.

South coast of China between \Same as No. 1. Hongkong and Lamocks. South coast of China between | Same as No. 1. Hongkong and Hainan.

CHINA COAST METEOROLOGICAL REGISTER.

July 31st-AT A.M.

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F. G. Figg, Director. Hongkong Observatory, July 31st, 1911. BAROMETER, reduced to 82 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths. TEMPERATURE, in the shade, in degrees Fahren-

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100. 4 DIRECTION OF WIND, to two points.

5 Fonce or Wind, according to Beafort Scale.
6 STATE OF WEATHER, b blue sky, a detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, covereast, p passing showers, q squally, rain, s snow, t thunder, y visibility, w dow (wet) Q RAIN in inches, tenths and hundroths.

HONGKONG TIDE TABLE.

From 1st to 7th August, 1911.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 31st.

	Previous Day at 4 p.m.	at	On Dates at 4 p.m.
Barometer Temperature Humidity Wind Direction Forceti Weather Rain	29.73 87 72 WSW 1	29.76 85 75 West 1	29.69 88 65 WSW

Highest open air Temperature on 30th. 89 Lowest open air Temperature on 30th 79

SHIPPING

ARRIVALS.

Annui, British str., 1,350, J. B. Harris, 31st July - Shanghai 27th July, General -Butterfield & Swire. ARMAND BEHIC, French str., 3,564, Gnionnet, 31st July-from Yokohama-Messageries

Maritimes. CHINUEN, Chinese str., 1,177, Wm. Jamieson, 29th July-Chingwantae 22nd July, Coal-

C. E & M. Co. DAGNY, Norwogian str., 882, P. Solveson, 30th July-Hongay 28th July, Coal-Asgaard, Thoreson & Co.

DEVAMONOSE, German str., 1,057, E. Gathe-mann, 30th July-Bangkok 22ud July, Rice and Timber-Butterfield & Swire. HAKATA MARU, Japanese str., 3,820, Nomura, 31st July—Bombay, General—Nippon Yusen Kaisha.

KITANO MARU, Japaneso str., 5,277, F. E. Cope, 31st July-Japan via Shanghai 28th July, General-Nippon Yusen Kaisba. MARIE, German str., 1,169, H. Schlaikeir, 30th July-Saigon 27th July, Rice and General

-Jebsen & Co. SAIKAI MARU, Japanese str., 2,743, Katari, 31st July-Miike 25th July, Coal-Mitsui

Bussan Kaisha. SPEZIA, German etc., 2374, W. Fanss, 31st July-Shanghai 27th July, General-Hamburg Amerika Linie.

TOURANE, French str., 3,201, Lancelin 31-t July-Mersoilles 2nd June, Mails and General.—Messageries Maritimes. YAWATA MARU, Japanese str., 3,816, T. Sekine, 31st July-Australia -- July, General-N. Y. K.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 31st July.

Armand Behic, French str., for Europe, &c. Chipshing, British str., for Cauton. Dagny, Norwegian str., for Canton. Davre, British str., for Shanghai. Haimun, British str., for Swatow. Hakata Maru, Japaness str., for Shanghai Hielhow, British str., for Swatow. Michael Jebsen, German str., for Hollow. Shinyo Maru, Japanese str., for Sourabaya. . . Yawata Maru, Japanese str., for Kobe.

DEPARTURES.

ANHUI, British str., for Canton. SPIR, Norwegian str., for Canton. St. Albans, British str., for Shanghei. TOURANE, French str., for Shanghai.

SHIPPING REPORTS.

The German str. Devaucongse reports : Mod. S.W. winds and sen. The British str. Anhui reports: Moderate S.W. monsoon and fine weather throughout.

PASSENGERS. ARRIVED.

Per Devawongse, from Bangkok, &c., Mr. Murray. Per Anhui, from Shanghai, Misses James

and Pond. Per Tourane, for Hougkoug, from Bombay, Mr and Mrs Renust, and Mr Kaipe; from Singapore, Mr and Mrs Goute, Mr Henderson, Mr Atwood, Mr L. H. Urch, Mr Tock, Mr Hanby, Mr S. Whast and Mr Hartig; from Saigon, Messrs Frijitani, Dumontail Lagrege, Harnyton, Back and La Cuore,

Per Kitano Maru, from Japan, &c., Miss M. E. Brewer, Miss L. A. Lowden, Capt. W. B. Auley, Mr T. M. Elliott, Mr A. B. Rouss, Mr and Mrs S. Akamatsu, Mr S. Kojima, Mr and Mrs A. Rumjahn, Mr and Mrs W. D. Fraser Mr and Mrs F. B. Hitchcock, Mr and Mrs G. S. Dodgson, Mr and Mrs I. G. Gonzalez, Miss A. Gonzalez, Musters A. G. and R. Gonzalez, Mr S. Shibuya, Miss Xuiver, Miss Woodson. Capt, and Mrs Chase, Mrs Davis, Miss Davis, Mr J. Gomes, Mr W. H. Drake, Mr M. Dialdas, Mr K. Takoda, Mr K. Nokunaga, Mr S. Uyeshima, Mr E. Gonzalez, and Mrs Okumura.

Per Yawata Maru, from Australia, &c., for Hongkong, Miss Kate West, Mr G. S. Coleman, Mr J. C. Lowe, Col. Mair, Capt. and Mrs Jackson, Capt. C. A. Littler, Mrs N. C. Hen-dricks, Mrs A. P. Fisher, Mr C. F. McWilliams, Mr H. Wupperman, Mr K. Nishiwada, Mr J. Reis, Mr M. B. Wheeler, Mrs A. Hachima and child; for Kobs, Rev. C. Callanan, Mr. and Mrs Brawn and child, Miss Brawn, Mrs. M. Harvey, Mr J. S. Moiseitch, Mr M. Fujino, Mr I. Ohga, Mr and Mrs K. Rikimara; for Yokohsma, Mr F. M. Peck, Mr J. Mundul, Lt. and Mrs Frink and 2 children, Mrs A. R. Frink, Mrs and Miss Kingsbury, Mr. Kingsbury, Miss Kingsbury, Mrs D. Whipple and child, Mr R. Y. Hanlon,

Mr J. McWhoe, Mr and Miss Carson. Per Armand Behic, for Hongkong, from Yokohama, Mr F. Arthur; from Kobe, Mr Looker, Mr Loung, Mr and Mrs Hayaski; from Shanghai, Mr H. Suissen, Mr G. Winslow, Mr G. Henry, Mr Levin, Miss Tskya, Mr and Mrs Syckichi Konder, Mr. Hezakel Mahon, Miss Sychichi and Mrs Otei; for Saigon, from Yoko-hams, Mr Keenau; from Shanghai, Mr Fin-kanstein, Mr Viciot, Mr Medicamole and Mr Yund; for Singapore, from Kobe, Mr Ekamoto and Mr Susuki ; from Shanghai, Madame Gracioni and infant, Madame Sholder, Madame Chaustel, Mr Rosemberg and Mr D. Shaw for Batavia, from Shanghai, Mr Bunge; for Port Said, from Kobe, Mr Radous; for Marseilles, from Yokchame, Mr and Mrs Catterean; from Kobe, Mr Cambefort and Mr Jonas; from Shanghai, Mr Henry, Mr Chipt, Mr Gatine, Mr Fonglia and Rev. Pere A. Robert.

VESSELS PASSED ANJER.

July 2. British str. Antenor, Yarwood, July 2, from Batavia for Amsterdam. July 2, Dutch str. Koningin Rogentes, Schippers, July 2, from Batavia for Amsterdam. July 2, British str. Surpedon, Bevan, from

Tjilatjap for Batavia.

July 2, British str. Priam, from Liverpool for Batavia. July 3, British str. Recorder, from Singapore

for Cooos Island. July 7, British str. Polyphemus, July 7, from Batavia for Amsterdam.

July 7. British str. Drumeldrie, Chabon, from Durban for Batavia. July 8, British str. Volobario, from Calcutta for Sourabaya.

July 8. Dutch sir. Sindoro, A. van Leenwen. June 3. from Rotterdam for Batavia. July 8, British str. Carpentaria, June 7, from London for Brisbane. July 10. British str. Islander, Deans, July 8.

from Singapore for Chrismas Island. July 13, British str. Ulysses, Day, July 13, from Batavia for Amsterdam. July 14, British str. Sofala, from Bombay

for Sourabaya. July 14, Dutch str. Pyrrhus, June 10, from Liverpool for Batavia. July 15. British str. Greenbank, from Port Natal for Sourabaya.

VESSELS ADVERTISED AS LOADING.

BECTIONS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," meanest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

3	1. From Green Island to the Harbour Master's	2. From Harbour Ma	eter's to Blake	Pier.	3. From Blake Pier to N	aval Yard. 4. From Naval Yard	to East Point
-	DESTINATION.	VESSEL'S MAMES.	PLAG & RIG	BERTE	CAPTAIN.		
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	LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	District				
- 1	LUNDON, &C., VIA USUAL PORTS OF CALL	DELHI	Brit. ste.	parties	W. Barrett, H. S. Bradshaw	Jaedine. Matheson & Co., Ld	To-morrow.
	LUNDON & ANTWERP VIA SINGAPORN, &c	SYRIA	Brit. str		R. A. Peters		On 5th inst., at Noon. About 10th inst.
١,	ROTTERDAM, HAMBURG & ANTWERP, &c	BEGOVIA	Ger, str	k. w.	Deinat	HAMUBEG-AMERIKA LINIE	
n	HAVRE, BREMEN & HAMBURG, &c	BRISGAVIA SPEZIA	Ger. str.		Girstenbran	HAMBURG-AMERIKA LINIE	On 23rd inst.
	HAVRE & HAMBURG VIA STRAITS, &c	LIBERIA	Ger. str.	k. w.	Fanss Karberg	Control of the contro	To day.
h	HAVRE, HAMBURG & ANTWERP, &c	SAKONIA	Ger. str.	k, w	T. Stehr		
	MARSEII LES, LONDON & ANTWERP VIA SINGAPORE,&C	KITANO MARU	Jap. str.		F. E. Cope	NIPPON YUSEN KAISHA	To-morrow, at Daylight
h i	TRIESTE. &c., V'A SINGAPORE, &c	NIPPON	Aris. atw	Ew	Rouss		On 21st inst.
	NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	LUETZOW	Ger. str.		Tarabochia, J. Bartfeldt	SANDER, WIELER & Co	On 28th inst., P.M.
i,	NEW YORK ter ter ter ter	Sikh	Brit. str.	_		DODWELL & Co., LTD.	to a transfer of the state of t
1i	VANCOUVER, B.C., SEATTLE & POETLAND, &c VANCOUVER (DIRECT)	OPTERIC	Brit. str		Jas. Findlay	THE BANK LINE, LIMITED	On 4th inst.
ur.	VANCOUVER VIA SHANGHAI, JAPAN, &c	EMPRESS OF CHINA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co	On 4th inst.
2-	VANCOUVER VIA BHANGHAI, JAPAN, &c	MONTRAGLE	Brit. str	2 m.	W. Davison	Character Designer D Co.	Constitution of the second
	VICTORIA, C.B. & TACOMA VIA KERLUNG & JAPAN	TACOMA MARU	Jan. atr		1000 000 000 000 000 000	OSAKA SHOREN KAISHA	On 9th inst., at 11 A.M.
1	VICTORIA, B.C. & SEATTLE. VIA KEELUNG, &c. VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INARA MARIY	Jap. str		Itizawa	NIPPON YUSBN KAISHA	On 15th inst., at 4 P.M.
**	VICTORIA, B.C., & TACOMA VIX KEELUNG, S'GHAI, &C	PANAMA MARU	Jap. str	Breed's	S. Tominaga	Osaka Shosen Kaisha	On 12th Sept., at 4 P.M.
6,	BAN FRANCISCO VIA SHANOHAT & JAPAN, &c.	PERSIA	Brit, str.	_	200 200 201 000 100 000		On 4th inst., at 11 A.M.
-	SAN FRANCISCO VIA SHANGHAI & JAPAN SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN, & C	KOREA MARK	Am, str	-		PACIFIC MAIL S.S. Co	On 11th inst., at 1 r.w.
	PORTLAND VIA JAPAN	STEATHLYON	Nor. str.		H, S. Smith,	Toto Kaisen Kaisha	On 18th inst., at Noon.
	AUSTRALIAN PORTS VIA MANILA	KUMANO MABU	Jap. ste.	-	M. Winckler	PORTLAND & ASIATIC S.S. Co., NIPPON YUSEN KAISHA	On 4th inst at Noon
	AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	-	F. Isooke	Melches & Co	On 12th inst., 4 P.M.
	AUSTRALIAN PORTS VIA MANILA	TAIXUAN YAWATA MARU	Jan ste	1 m	L. Dawson	BUTTERFIELD & SWIRE	On 17th just, at 4 p.m.
	KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
	KOBE & YOKOHAMA	TANGO MARU	Jap. str.		Kawara	NIPPON YUSEN KAISHA	On 3rd inst. at 11 A ar
	JAPAN MEXICAN, PERUVIAN & CHILEAN & JAPAN	TJIRINI	Dut. str.	A 4	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
	DELAGOA BAY, DURBAN, EAST LONDON, &c.	BARON ARDROSSAN	Ger. str.		S. Togo	Toro Kisen Kaisha	
	TIENTSIN VIA WEIHAIWEI	Unipshing.	Brit. str.	_	F. Mooney	GILMAN & Co JARDINE, MATHESON, & Co., Ld	About 20th inst.
	SHANGHAI. MOJI & KOBE	man i			H. Nomura	NIPPON YUSEN KAISHA	To-morrow,
•	SHANGHAI	DEVANHA		4 80	H. Powell	P. & O. S. N. Co	On 3rd inst. at D'light.
	SHANGHAI VIA NINGPO	CHOYBANG	Brit atre	1 m.	J. B. Harris M. Courtney	Butterfield & Swife Jardine, Matheson & Co., Ld	On 3rd inst., at 4 P.M.
	SHANGHAI, YOKOHAMA, KOBE & MOJI!	YEDDO	Bwed. str.	/ years	A1 101 100 000 101 (01)	OLOF WIST & Co., LTD.	On 4th inst., at 4 P.M. On 5th inst.
1	SHANGHAI, KOBE & MOJI	CRENAN	Brit. str	im.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 5th inst., at M'night.
	SHANGHAI, KUBE & YOKOHAMA		Brit, str.	k. W.	T. A. Mitchell Habel	Jardine, Mathreon & Co., Ld.,.	On 8th inst., at Nous.
٥.	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.		L. Maass,	Hamburg-Amerika Linih Melchers & Co.	On 9th ins About 9th inst.
	SHANGHAI. MOJI. KOBE & YOKOHAMA	LINAN	Brit. atre.	1 m.	C. C. Williams	BUTTERVIELD & SWIRE	On 10th ingt, at 4 p. st
	SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit str.		U. U. Tallot, R.N.R	P. & O. S. N. Co	About 10th inst
	SHANGHAI	TJILATJAP	Dat str.	<u> </u>	Rooy	P. & O. S. N. Co. JAVA-CHINA-JAPAN LIJN	About 24th inst.
	FUUCHOW VIA SWATOW & AMOY	CHOSHUN MARU	Jap. str.			USAKA SHOSEN KATSHA	Quick despatch To-morrow, at 10 A,M
	AMOY, TSINGTAU, CREPOO & NEWCHWARG	DAIJIN MARU	Jap. str	1	100 THE SEE THE THE THE THE	OSAKA SHOSEN KAJESIA	On 5th inst., at 10 A.M.
h:	SWATOW, WEIHAIWEI, CHEFOO & TIENTISK	HUICHOW	Brit. atr.	lm.	Et. Robertson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
e l	SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Diewart	BUTTERFIELD & SWIRE DOUGLAS LAPBAIK & CO	To-day, at 4 P.M.
	SWATOW, AMOY & FOOCHOW		Brit. str	2 h.	At Of Tuesmore	LOUGLAS LAPRAIK & Co	On 4th inst., at 1 P.M.
		HAITAN RUBE	Am. str.	2 h.	J. S. Monon	DOUGLAS LAPBAIK & CO	On 8th inst., at 1 P.M.
J	MANILA, CEBU & ILOILO	KAIFONG	Brit. ste.	1 m.	S. Crosby		To-day, at 4 P.M.
	MANILA	YUENSANG	Brit. str.	-	L. D. DOLLO	JARDINE, MARRIEGON & CO. I.n.	To-day, at 4 P.M. On 5th inst., at 2 P.M.
.	MANILA, CEBU & ILOILO	TAMING	Brit, str.	1 m.	T. OWNTO TAKE OF	Kuterrerield & Series	On 8th inet for A was
1	MANILA	LOONGBANG	Brit. str.		The C. Builting.	SREWAY, TOMBA & CA	On 10th inst at 4 page
3	HOMBAY VIA SINGAPORE, & COLOMBO	WARASA MARU	Jap. sir.		T4 - T4 rensetts	JAEDINE, MATHESON & Co., LD NIPPON YUSEN KAISHA	On 12th inst, at 2 P.M.
<u> </u>	HOIHOW & HAIPHONG	SUNGRIANG	Brit, str.	lm.	H. Mathias	BUTTERFIELD & SWIRE	On 3rd inst., at 8 A.M.
	SINGAPORE, PENANG & CALCUTTA	Isohia Lightning	Reit ate		Helaito	CARLOWITZ & Co	On 12th inst., at Noor.
, 1	SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.		E. T. DELLIN	DAVID SASSOON & CO., LTD. JABDINE, MATHESON & CO., LD.	On 4th inst., at Noon
	BATAVIA, CHERIBON, SAMARANG, &c	TJIBODAS	Dut. str	-	NEUR AN IA 13 K. P. ELISTEP DE C. H.	JAVA-CRINA TABAM T.TTM	On 8th inst., at Noon. Quick despatch.
	KUDAT AND SANDAKAN	MAUSANG	Beit et	-	F. Sembili	MELCHEES CO &CO.	Middle of Aug.
1	SANDAKAN KWANG CHOW WANG & HAIPHONG	SI-KIANG	Franstr.	200	AA 61 B.B.T.	JARDINE, MATHERON & Co. Lm.	On 19th inst. at No.
		1. 1. 6		1 1	WO CHARLETT, IN H	Messageries Maritimes	To-morrow, at 9 A.M.
1.4							3. 1

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE!

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAYING 5 TO 7 DAYS' OCEAN TRAVEL.

	From	Hongkong.		From Quebec.	
EMPRE	88 OF	CHINA" SAT., INDIA" SAT.,	12th Aug.	"ALLEN LINE" FEIDAY, 1 "EMPRESS OF BRITAIN"FRI.,	8th Au
MONTE	AGLE	" TUERDAY, JAPAN" SAT.	12th Sept.	"ALLEN LINE" FRIDAY, 2	9th Ber
EMRPE	88 OF	CHINA" SAT.	. 14th Oct.	"EMPRESS OF IRELAND" FRI., "ALLEN LINE" FRIDAY. 1	

Steamships leave HONGKONG at 5 P.M.

at 12-Noon. FITHE Quickest route to CANADA, UNITED STATES and EUROPE, railing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOROHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10 Intermediate on Steamers) and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," co ries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Bervice of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya, opposite Blake Pier.

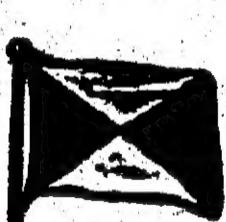
NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

	FOR	Section 1	STEAMERS	TONS	TO BAIL.	- 4
	2.0	HAMPIUN,	"LUETZOW," Capt. J. BARTFELDT,	17,300 [W.A	041
	I, NAGASA DHAMA	AKI, KOBE	"PRINZ LUDWIG," Capt. L. MAASS,	18,300 {	About 9th Aug	
RAI, NEV	AP, MARC VGUINE and MELB	BEISBANE.	"PRINZ WALDEMAI Capt. F. ISECKE,	6,100	Saturday, 12 Arg., at 4	Р.М.
KUDAT &	4 . 5		"BORNEO" Capt. F. SEMBI		Middle o Aug.	
All the	e Steamers o	f the European	Line are fitted with Wi	reless Te	degraphic.	y

New System of Telefunken. For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 28th July, 1911.



PHILIPPINES

	7	7 -		i.	, Y 15			
STEAMBHIP		-Tons	CAPTAIN		FOR	. 12	BAILING	DATE
RUBI ZAFIRO			Crosby	Meni Meni	la, Cebu & I la, Cebu & I	loilo O	n 1st Au	g., 4 P.M.

SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. 13 For Freight or Passage, apply to Hongkong, 31st July, 1911

PORTLAND & ASIATIC S.S. CO. S.S. "SIKH" ... OR OF about 16th August. IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD

(WITH IDERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP. TO BALL "STRATHLYON" ... 4,400 ... J. R. SHAW ... On 1st Aug., at Noon. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and

FRED J. HALTON, King's Building, (Opposite Blake Pier).

ON SALE.

MATT TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents. On Paper

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

CAPTAIN

United States Points. For through rates of Freight and further information, communicate with or apply to

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, als) VENICE and TRIESTE, all MEDITER. BANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.) TIHE Steamship

"ISCHIA," Captain Belsito, will be despatched as above on SATURDAY, the 12th August, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Agents, Hongkong, 31st July, 1911

YESSELS ON THE BERTH

'SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE." Capt. W. Barrett, will be despatched as above TO-MORROW, the 2nd August. The attention of Passengers is directed to the excellent accommodation offered by this Steamer at Cheap Rates. A Doctor and Stewardess are carried, and all Cabins have Electric Fans. For Freight or Passage apply to JARDINE, MATHESON & Co., LTD:,

CANADIAN PACIFIC RAILWAY CO.

Hongkong, 21st July, 1911

FOR VANCOUVER DIRECT.

THE Steamship

"ORTERIC."

FROM HONGRONG.

ON FRIDAY, THE 4TH AUGUST.

To be followed by the Steamer

SUVERIC ... 22nd Aug.

Bills of Lading issued to Overland Points in Canada, the United States and to the West

For further information regarding freight ratee, apply to . CANADIAN PACIFIC RAILWAY Co;

Hongkong.

Hongkong, 20th July, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LEADING ISSUED FOR. BATAVIA, PEESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELHI." Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th Aug., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. CALEDONIA, due in London on the 17th Sept., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 24th July, 1911.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

For Freight and further information, apply to PODWELL & Co., LTD., Agents.

Hongkong, 27th July, 1911.

DIRECT TO SOUTH AFRICA. S.S. "BARON ARDROSSAN."

HE above Steamer will be despatched on or about 20th August, direct for DELAGOA BAY, DURBAN, EAST LONDON, PORT ÉLIZABETH, MOSSEL BAY and CAPE TOWN. For Freight, apply to-GILMAN & Co.

Hongkong, 7th July, 1911.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Having connection with Company's Mas Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"NIPPON." Capt. Tarabochia, will be despatched as above on MONDAY, 28th August, P.M. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

BANDER, WIELER & Co.,

Agents, Princes Buildings. Hongkong, 26th July, 1911.

ORIENTAL PENINSULAR & STEAM NAVIGATION COMPANY.

BHANCHAI	TO SAIL RUMARES. D'light Freight and 3rd Aug. Passage.
LONDON VIA USUAL PORTS DELHI Bradshaw,	Noon, See Special 5th Aug. Advertisement.
BHANGHAI, MOJI, KOBE SARDINIA Capt. C. C. Talbot, R.N.R.	About B Wesight and
VIA SINGAPORE, PE- NANG, COLOMBO, PORT Capt. R. A. Peters, SAID and MARSEILLES	
BHANGHAI, MOJI, KOBE BUNDA Capt H. G. Evans, B.N.R.	About Freight and 24th Aug. Passage.
For Further Particulars apply to	A: HEWETT, Superintendent
Hongkong, 31st July, 1911.	

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION
STREMEN. IV SAM
SWATOW, WEIHAIWEI, CHEFOO HUICHOW" On 1st Aug., 4 P.M.
AMOY, TSINGTAU, CHEFOO and "NANCHANG" On 1st Aug., 4 P.M.
NEWCHWANG "KATFONG" On let Aug., 4 P.M.
HOIHOW and HAIPHONG 4 P.M.
SHANGHAI ORBU and ILOILO "TAMING" On 8th Aug., 4 P.M.
MANILA, CEBU and ILOTEO "LINAN" On 10th Aug., 4 P M. BHANGHAI MANILA, ZAMBOANGA, THURS-)
DAY ISLAND, COOKTOWN, "TAIYUAN" On 17th Aug., 4 P.M. CAIRNS, TOWNSVILLE, BRIS.
BANE, SYDNEY & MELBOURNE) DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
CO OF TATIONAL PLANT OF SHADELINE
AUSTRALIAN STEAMERS have superior accommodation with Electric Light.

throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Salcon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.
Balcon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

BIHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkorg for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36 FARE, \$45 SINGLE and \$80 RETURN. BUTTERFIELD & SWIRE, For Preight or Passage apply to-

DOUGLAS STEAMSHIP CO., LD.

AGENTS.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

AMOY AND FOOCHOW SWATOW. AND RETURN.

	(Occupying 9 to 10	Days).		
STEAMSHIPS	CAPTAIN	4 4 7	LALVING.	
"HAIMUN" "HAICHING" "HAITAN"	Cant. W. C. Passmore	TUESDAY, FRIDAY, TUESDAY,	1st Aug., 4th Aug., 8th Aug.,	at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 1st August, 1911.

Hongkong, 1st August, 1911

INDO-CHINA S. NAV. CO., LD. PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

... Thursday, 3rd Aug., Noon. * TIENTSIN VIA WEIHAIWEI "CHIPSHING" ... Friday, 4th Aug., 4 P.M. + SHANGHAI VIA NINGPO "CHOYSANG" * MANILA ... "YUENSANG" * SINGAPORE, PENANG & CALCUTTA" KUTSANG" ... Saturday, 5th Aug., 2 P.M. ... Tuesday, 8th Aug., Noon. **SHANGHAI, KOBE & MOJI "FOOKSANG"

"LOONGSANG"

"ANILA "MAUSANG"

"MAUSANG" ... Tuesday, 8th Aug., Noon. ... Saturday, 12th Aug., 2 P.M. ... Saturday, 19th Aug., Noon, RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks, for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtsze Ports, Tsingtau, Weihaiwei, Chefoo Tientsin & Newchwang. Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Twao

Usukan, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENEBAL MANAGERS.

Hongkong, 1st August, 1911. HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

* MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other A editerranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

1.54.	OUTWARD.	FOR HAVRE, BREMEN & HAMBURG: S.S. SPEZIA 1st Aug.
:Fo	2 Sunghai, Kobe & Yokohama:	FOR HAVRE & HAMBURG:
_		S.S. LIBERIA 9th Aug.
-	S.S. ALESIA 9th Aug.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. RHEINFELS 25th Aug.	S.S. SEGOVIA 12th Aug.
1 .		FOR HAVEE, HAMBURG & ANTWEEP:
	S.S. SUEVIA 6th Sept.	B.S. SAXONIA 13th Aug.
	S.S. SACHSEN 20th Sept.	FOR MERSELLES, HAVRE & HAMBURG:
	S.S. BAYERN 6th Oct.	S.S. SILESIA 21st Aug.
		FOR ROTTERDAM & HAMBURG:

S.S. BRISGAVIA ... 23rd Aug. For Further Particulars, apply to-HAMBURG-AMERIKA LINIE,

Hongkong Office. Bongkong, 26th July, 1911

KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION. DATE OF SAILING. CAPTAIN Aug. 18th, Noon. 11,000 ... H. S. Smith ... FRIDAY, . Sept., 14th, Noon. CHIYO MARU ... 21,000 ... W. W. Greens ... FRIDAY, * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, Oct. 6th, Noon. Oct. 13th, Noon, † Triple Screws, turbine engines. . Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI-CHI, SHIMIDZU, YOKOHAMA & HONOLULU, on FRIDAY, 18th August, at

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHIDIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. CAPTAIN ... S. Togo ... TUESDAY, Aug. 15th, Noon. STEAMER 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, Noon! 11,000 ... H. Hinokuma WED'DAY, Dec. 13th, Noon. BUYO MARU HONGKONG MARU

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at NOON.

FARES FROM HONGKONG, 45-0-0, Single TO SAN FRANCISCO ... 60-0-0, NEW YORK ... LONDON £ 120-0-0, Return 6 Months. £ 125-0-0, Yen. 420.00, Single SALINA CRUZ or MANZANILLO Yen. 570.00. VALPARAISO

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families. ment of Chins and Japan.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" Bud "CHIYO MARU" are fitted with Turbino Engines and

Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOGAL MANAGER, King's Building (Opposite Blake Pier).

KAISHA. SHOSEN OSAKA

RECULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

772-778

~339].⊹

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Maxico Central and South America.

. Connecting at TACOMA with

FOR	STEAMERS	Tons (Gross reg.)	CHAVES.
VICTORIA, B.C. & TACOMA	("TACOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
VIA KEELUNG, NAGABAKI, Kobe, Yokkaichi, Shimidzu	Jageattle Maru"	6,182	WED'DAY, 6th Sept., at 11 A.M.
and Yоконама	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA	PANAMA MARU"	6,059	Aug. at 11 A.M.
MOJI, KOBE, YOKKAICHI,	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
SHIMIDZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

'The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treesure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

ľ	FOR	Steamers	LEAVES.
1	TAMSUI VIA BWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 6th Aug., at 10 A.M.
×	FOOCHOW VIA SWATOW	"CHOSHUN MARU"	WED'DAY, 2nd Aug.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-2ND CLASS \$29.90.

1st Class \$45.50 For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings s. HIROL. MANAGER

ASIATIQUE FRANCAIS EST

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

53 hours.

Capt. E. de Catalano. "SI-KIANG."

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG

on WEDNESDAY, the 2nd Aug., 1911, at 9 A.M.

For Passages and Freight, apply to THOMAS, M.M. Co.'s AGENT.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-EUBJECT TO ALTERATION.

STRAMBES. DESTINATIONS. KUTANO MARU 9,000 Capt. F. E. Cope, MARSEILLES, LONDON and IYO MARU ANTWERP, via SINGA. PORE, PENANG, Capt. R. Takoda, HIRANO AMRU COLOMBO, PORTSAID Capt. H. Fraser,

Aug., at Daylight 9,000 SATURDAY, 12th S SADO MARU Capt. J. Richards. 7,000

VICTORIA, B.C. and SAWA BEATILE, via REELUNG. Capt. 1 Capt. Irizawa. SHANGHAI, MOJI, KOBE S INABA MARU YOKKAICHI. SHIMIZU and YOKOHAMA ... SYDNEY and MELBOURNE, via MANILA, THURSDAY. ISLAND, TOWNSVILLE and BRISBANE HANGHAI, MOJI, and THAKATA MARU

KOBE and YOKOHAMA BOMBAY via SINGAPORE, J. WAKASA MARU and COLOMBO ...

Capt. S. Tominaga, KUMANO MARU Capt. M. Winckler, YAWATA MARU Capt. T. Sekine, Capt. H. Nomura. TANGO MARU Capt. Kawara,

Capt. N. Nielsen, YAWATA MARU and YOKOHAMA ... Capt. T. Sekine. Calling at Djibouti.

TUESDAY, 15th Aug., at 4 P.M. (TUESDAY, 12th 7,000 Sept., at 4 P.W. FRIDAY, 4th Aug., at Noon. f FRIDAY, 1st 5,000 | Sept., at Noon. WED'DAY, 2nd 7,000 J Aug.

SAILING DATES.

Aug., at Daylight

(WED'DAY, 2nd

(WED'DAY, 16th

Aug., at Daylight

(WED'DAY, 30th

Aug., from Kon=

(THURSDAY, 3rd Aug., at, 11 A.M. . 18,000 (TUESDAY, 8th -)TUESDAY, 1st. Ang., at Noon.

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

CHEAPEST SUMMER

BETWEEN

AND JAPAN HONGKONG

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS. Nagasaki Retarn. Yokohama Return, Kobe Return, Moji Return.

\$90 \$100 \$110 \$50 \$ 80 \$ 70 \$ 60

With Option of rail between Steamers' Calling Ports in Japan. urther Information, apply to-

14-40}

T. KUSUMOTO, MANAGEE.

LINE. MAIL U.S.

MAIL PACIFIC

ROUTE

SEMI-TROPICAL Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.) SAILING DATES STEAMERS 11th Aug., at 1 P.M. 18,000 • KOREA • SIBERIA 18,060 FRIDAY, 26th Aug., at 1 P.M. • MANCHURIA 27,000 8th Sept., at 1 PM. 30th Sept., at 1 P.M. 27,000 • MONGOLIA 28th Oct., at 1 P.M. SATURDAY, 18,000 10th Nov., at 1 P.M. • SIBERIA 27,000 SATURDAY, 25th Nov., at 1 P.M. * MANCHURIA..... * MONGOLIA 27,000 SATURDAY, 16th Dec., at 1 P.M. Twin Screws.

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 11 A.M. CHINA.....10,200 Tons FRIDAY, 1st Sept., at 1 P.M. THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-A SARI, ROBE, YOKOHAMA AND HONOLULU, on FRIDAY, 4th August, at 11 A M On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. HONGKONG TO SAN FRANCISCO £25. Through Bills of Lading issued to Japan, North, Central and South American Ports For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier). FRED J. HALTON, AGENT.

STEAMERS PASSED THE CANAL.

June 27th-Ambria, Astyanax, Carmarthenthire, Hirano Maru, Meinam, Neckar. 30th-Peleus, Socotra. July 4th-Bendoran, Glenturret, Sumatra. 7th -Salsuma, Tourane, Afghan. 11th -Himalaya, Hyson, Moyune, Oopack, Tango Maru, Alesia, Vorwaerts. 14th-Braemar, Kin- FROM 18T JANUARY, 1864 TO 31ST DECEMBER tuck, Myrmidon, Peshawur, Sardinia. 18th-Bengloe, Nile, Prinz Ludwig, Welsh Prince. 21st-Idonieneus, Kamo Maru, Polynesien. 25th-Glenesk, Lacries. 28th-Machaon, Scandia, Sunda, Indra, Rheinfels.

ARRIVALS AT HOME. July 28th-Atsuta Maru, China, Kawachi Maru, Monmouthshire, Muneaster Castle, Prinz

Eitel Friedrich.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五

1913, BRING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH. On Sale at the "Hongkong Daily Perse" OFFICE, or Agents in all the Ports of the Far East.

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PET. WILH. KROMMES ELBERFELD.

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Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 28th July, 1911:

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/sa.

BRACES

BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM.

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 28th July, 1911.

goût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

Hongkong, 28th July, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EU HOPE

The R. M. s.s. Empress of China having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer Lucizow, which is expected to arrive here about the 8th August,

The Korca, with the American Mail, is due to arrive here to-day

Hongkong Ice Company, Limited Hongkong Bope Manufacturing Co., Limited

and the second s	PER	DATE
Ioihow	Michal Jebsen	Tuesday, 1st, 8.00 A
Shanghai, Moji and Kobe SIBERIAN MAIL TO EUROPE	Hakutu Marv	Tuesday, 1st, 10.00 A
	Yawata Maru	Tuesday, 1st, 10,00 A
		Tuesday, 1st,
	· · · · · · · · · · · · · · · · · · ·	Printed Matter and Sa
Transport for Toronta and (Commercial)	P. 10.	ples 10,00 A
Late Letters 11.00 to Noon. Extra		Registration 10.00 A
	Armand Behie	(Registration, with I
Letters posted in all the Pillar Boxes in	Armana Dente	fee of 10 cents, up
time for the first Clearance will be		Registration, Kowlo
included in this contract mail)		B.O 10.00 A
		No late fee
		Letters 11.00 A
watow, Amoy and Foodhow	Haimun	Tuesday, 1st, Noon
#C = 1.017 = 1	Sui Tai	mann.
	Karfong	Tue-day, 1st, 3.00 p
	Rubi	Tuesday, 1st, 3.00 r
. 1911 1 2011 1 4 4 4 4 4 4 4 1 1 1	Huichore	and the second s
	Nanchang	
ingapore, Fenning and Cotombo	Kitano Maru	Tuesday, 1st, 5.00 F
	Sikiang	Wednesday, 2nd, 8.00 A
	Choshun Maru 🗼	
Section in the section of the section in the sectio	Sui Tai	Wednesday, 2nd, 1.15 p
SIBERIAN MAIL TO EUROPE	Devanha	Wednesday, 2nd, 5.00 P
. St	Sungkiang	Wednesday, 2nd, 5.00 r
	The took large	Thursday, 3rd, 11.00 A
atavia, Cheribon, Samarang and Sourabaya	l'jibodae	Thursday, 3rd, 11.00 A
SCAO (1)	Sui Tai	Thursday, 3rd, 1.15 P
nanghai	Inhui	Thursday, 3rd; 3.00 r
	Pentrokeshire	Thursday, 3rd, 5.00 P
	Thoysaing	

Registration ...

No late fee

Saturday,

Saturday.

Letters

Sunday,

Tuesday,

Tuesday,

Tuesday,

Registration ...

Wednesday, 9th.

10.45 A.M.)

No late lee.

No late fee.

Letters

Lotters

Friday,

9.00 A M

10.00 A M

4th, 10.00 A M

4th, 10.00 A M

4th, 1.15 P M

5th, 1.00 P M

6th, 9.00 A M

8th, 11.00 A M

8th, 11.00 A M

Tuesday. 8th, 3.00 P M

Printed Matter and Sam-

Registration ... 10.00 A B

(Registration, with late

fee of 10 cents up to

Registration, Kowloon

Thursday, 10th, 3.00 P M

Printed Matter and Sam-

1.15 P M

5.00 P M

5.00 P

10.10 A M

M A CO.01 ...

11.00 A M

4th, Noon

Kowloon B.O., 8.30 A M

Shanghai, Nagasaki, Kobe, Yokohama, HONOLUEU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE Singapore, Penang and Calcutta Lightning. Manila (Taking Mails for Cebu and Iloilo) Thursday Island, Cooktown, Chirns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Kumano Maru Adelaide, Perth and Fremantle Swatow, Amoy and Foochow Haiching ... Taking Mail for Cebu and Iloilo Sui Tai SIBERIAN MAIL TO EUROPE Chenan ... Keelung, Nagasaki, Kobe, Shimidzu, Yoko Minnesota .

hama, and Beattle... Shanghai, Kobe and Moji Singapore, Penang and Calcutta Swatow, Amoy and Foochow Manila, Cebu and Iloilo ... EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be

included in this contract mail.)

KEELUNG, SHANGHAI, NAGASARI, KOBE.

... 11.00 A M Registration... 11.00 A M (Registration, with late YOKKAICHI, SHIMIZU, YOKOHAMA, & Korea ... fee of 10 cents, up to HONOLULU and SAN FRANCISCO 11.30 A.M.) Registration, Kowloon ... 11 00 A M

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

-: 0:-

	4.9.9		July 31st.
	ON	London :-	The state of
		Telegraphic Transfer	1/9-
		Bank Bills, on demand	1/93
i		Bank Bills, at 30 days' sigl	at1/9-7
i	110	Bank Bills, at 4 months' si	cht1/91
Į		Credits, at 4 months' sight	1/941
i	10.0	Documentary Bills 4 months	s sight1/913
1		Paris:-	Barrati. 70
		Bank Bills, on demand	2241
ı		Credits, at 4 months sight	2281
ł		GERMANY:-	*************************
1	_	On demand	182
1		NEW YORK:-	
1		Bank Bills, on demand	AZL
1		Credits, at 60 days' sight	771
ı	Λ	Bonbay:	**************
ı		Telegraphic Transfer	127
i		Dent on domend	
1		Bank, on demand	
Į		CALCUTTA:—	477
ı		Telegraphic Transfer	1771
ł		Bank, on demand	
I	UN	BHANGHAI :	. F2.27
l		Bank, at sight	747
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I		YOKOHAMA: On demand	
1		MANILA:—On demand—F	
ı	ON	SINGAPORE :—On demand	
١	ON	BATAVIA : On demand	1068
İ	ONI	HAIPHONG:—On demand	l. /, pm.
ı		BAIGON :On demand	
I	ON I	BANGKOK:—On demand	843
ŀ	- POAT	BRIGNS, Bank's Buying R	ate\$11.15
Ì	GOTT	D LEAF, 100 fine, per tael .	\$58.20
ı	HAD	STIVER DATOR	27.15

SUBSIDIABY COINS.

Manila Metropole Hotel Limited

LANDS AND HUILDINGS .-

Peak Tramways Co., Limited ...

Philippine Co., Limited

STEAMSHIP COMPANIES,-

Repineries.

INSURANCES .-

H'kong& South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited ..

China Traders Insurance Co., Limited ...

Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited Union Insurance Society, Limited Yangteze Insurance Association, Limited

Hongkong Land Invest, Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin Baub Australian Gold Mining Co., Ld...

West Point Building Co., Limited

China Sugar Refining Co., Limited

Luxon Sugar Rofining Co., Limited

Douglas Steamship Co., Limited

Star Ferry Company, Limited

South China Morning Post, Limited

Steam Laundry Company, Limited ... STORES AND DISPENSARIES .-

A. S. Watson & Co., Limited

Wm. Powell, Limited

Watkins, Limited

Weissmann, Limited

H. Price & Co., Ltd.

Union Waterboat Co., Limited

Loans.

Chinese Imperial 1886

F16, 604. a. Candle Cubic feel power, per hour

Para Rubber in London

RUBBER .--

Campbell, Moore & Co., Limited

United Asbestos Oriental Agency, Limited,

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Shell Transport & Trading Co., Limited.

Indo-China Steam Navigation Co., Ld

China Fire Insurance Co., Limited

per cent20 cents pieces......\$7.28 discount. Hongkong ... 20 Hongkong ... 10

CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



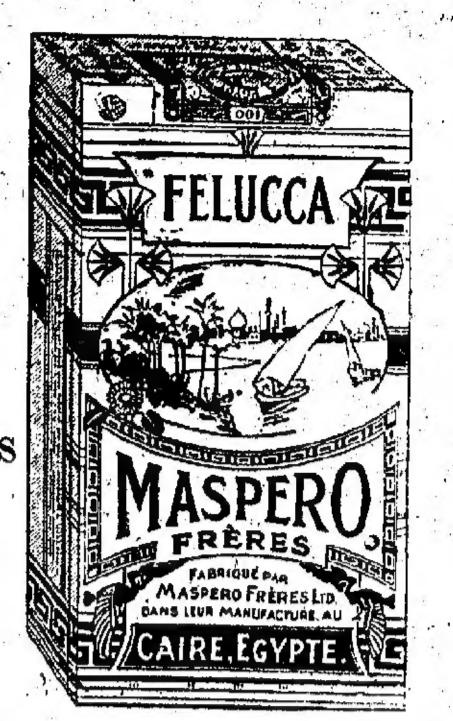
LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLYSEALEDBOXES

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



Honokong, July 31st, 1911. SHARE LIST.—QUOTATIONS. CLOSING QUOTA-THE NESTLE & ANGLO-SWISS VALUE. PAID UP. STOCKS. TIONS CASH. DANKS .-\$910, sellers Hongkeng & Shanghai Bank Corporation 120,000 CONDENSED MILK CO. China Borneo Company, Limited China Light and Power Company, Limited. \$1, buyers. 50,000 (SWITZERLAND) AND LONDON. China Provident, Loan & Mortgage Co., Ld., \$7.60, buyers COTTON MILLS .-Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manuf'ing Co., Ld. Lacu-Kung-Mow C. Spin & Weav.Co., Ld. Boy Chee Cotton Spinning Co., Limited TE. 50 20,000 Tls. 774. Another Famous Product on the above 125,000 Tls. 75 10,000 TIs. 46. Tls. 100 Tla. 59. STERILIZED Tls. 50 20,000 Tls, 22, Dairy Farm Company, Limited 40,000 \$22, buyers DOCKS AND WHARVES .-NATURAL MILK. 60,000 50,000 10,000 55,700 36,000 400,000 H'kong & Kowloon Wharf & G. Co., Ld. \$50, sellers Hongkong and Whampos Dock Co., Ld. A trial of which will satisfy you of its! New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld. EXCELLENCE. Tis. 85 \$4, buyers Green Island Coment Co., Limited BRIGE: \$200, buyers Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited 20 Cents Per Tin. \$211 buyers GUARANTEED \$2,30 Per Doz, Tins, \$119 \$74 sellers Hongkong Hotel Company, Limited ...

\$18 x div.

\$250 \$100 \$83.33 \$250 £15

\$10 \$50

Fcs. 250

\$100

\$100

Interest.

VERNON & SMYTH, Share-Brokers.

Tls, 250 , 7% p. annum . Par.

50,000 150,000 6,000 78,000 12,500

16,000

230,000 25,000

50,000

20,000

7,000

30,000 20,000

80,000

60,000 prof. 60,000 def.

2,500,000

10,000

20,000

1.900 ordy

\$71, sellers

\$210, sellers

\$1222, buyers

\$105. \$337½, buyers Tis. 167½

\$210, @ Ex 73

\$925, x d. buyers \$65, buyers \$26, buyers Tls. 91 x div.

\$45, x. div., bu.

\$12, sales

\$1.10, buyers

\$106, buyers

\$241, sellers

\$101, sellers

\$19. buyers \$30½, sellers 164½, £ L'don.

\$ \$261

261 z div.

\$9, buyers

\$3, sellers.

\$5%, buyers

\$15, bayers

\$12, buyers

\$300.

4/8½ per lb., sellers

263, sales

Quotation:

\$15 \$25.

bu. £5 17. 6.

FULL CREAM.

LARGEST SALE IN THE WORLD.

\$9.00 Per Case of 4 Doz. Tins. ON SALE AT-

LANE, CRAWFORD & Co

KWAN TYF. Queen's Road Central.

CHEONG TYE, Queen's Road Central.

MAN YUEN, Queen's Road East,

NAM HING LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY,

11. Caina Road 11, Caine Road

HIGHLAND NECTAR SCOTCH WHISKY.

This Whisky is made by the Distillers Company, Ltd., of London and Edinburgh (the largest Distillery owners in the world), and is guaranteed by them to be of great age and purity. Mild, Mellow and Mature, it is strongly recommended to those who desire a really good Whisky at a Reasonable Price.

\$24 PER CASE OF 1 DOZ. BOTTLES.

SOLE AGENTS:

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL.

HONGKONG.

Saturday, 5th August-Meeting of Hongkong PHONE 358. Jockey Club, at 12.30 P.M. Saturday, 5th August-Variety Entertainment at Mount Austin Barracks, at 9.15 P.M. WILLIAM C. JACK & CO., LTD., Tuesday, 8th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H., C. and M. Steamboat Gas Lighting, Heating and Cooking. Co., Ltd., Noon. Wednesday, 9th Aug. - Ordinary General Meeting of Hongkong and South China Steam

The most Efficient, Economical, and Reliable is the British Welsbach System.

Tls. 767,200

TELE. ADDRESS: MARINEWORK. 可公限有林威穳

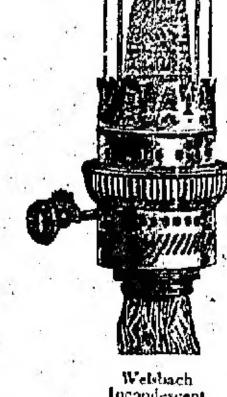
I The Welsbach guarenteed burners, with Maniles. of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the

I Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption. ¶ Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-

most beautiful of all lights.

14. Des Voeux Road. Central, Hong Kong. (Sole Agents for The Welslach Incan-descent Gas Light Coy., Ltd., London.)

CLEARING OUT STOCK OF MANESTL AND FITTINGS AT CUTPRICES, 137



Incandescent

Petroleum:

Burner,

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly

12.30 P.M.

Fisheries Co., Ltd., Noon.

Approximate Averages for 36 years FROM 1874 TO 1909. Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers,

TO-DAY

9.15 P.M .- Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Saturday, 12th August-Ordinary Half-Yearly

ON SALE.

Meeting of Hongkong Hotel Co., Ltd., a

		PIU	JM.		
		-,0	, Nev	Jul	y. 27th.
Quotations are	:				
35-1 35	144		42,350	1/2,400	per picul
Malwa Old		200	\$2,420)/2.450	. 11
	ler	***	\$2,500	/2,550	63
Malwa V. Old	***	***	\$2,600)/2,700	99
Persian fine quali			\$1,200		# # m
Persian extra fine Patna New			\$2,500 \$2,600		per chest
Patna Old	***		\$2,430	1. 4	T
Benares New	***	***	82,430	X	. 99
Benares Old	***	.,,	\$2,400		**

TY ISITORS TO CANTON Should Purchase FROM HONGKONG TO CANTON BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans. Price \$1.75 ()a Sale at-

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